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## NATIONAL BANK.

The twenty-fourth annual meeting of proprietors was held at the head office, Old Broad-street, on Tuesday, Mr. FOWLER NEWMAN in the chair.  
 Mr. HENRY BARRY HYDE (the secretary) read the advertisement convening the meeting.  
 The CHAIRMAN said that the report had been placed in the hands of the proprietors, which the secretary would read. From the profit and loss account for the year ending Dec., 1858, it appeared that there remained—

Rest, or undivided profits, at Dec., 1857	£104,792 2 8
To which has been added the net profit for 1858, after writing off all bad and providing for doubtful debts	£89,397 16 0
Less rebate of interest on bills not due	16,124 0 0
Add for profit on sale of remaining shares reported in May, 1858	5,972 0 0
Total	£183,967 19 2
Less half-year's dividend, at the rate of 6 per cent. per annum, paid in Aug., 1858	£15,000 0 0
And also bonus of 15s. per share	15,000 0 0
Leaving at Dec., 1858, a rest or amount of undivided profits of	£153,967 19 2

Gold and silver coin in Ireland	£59,304 10 2
Other cash in hand, at the Bank of England, and at call	349,249 7 1
Government Funds, Exchequer Bills, Exchequer Bonds, & Debentures	534,616 17 3
Bills discounted on hand	3,048,696 11 7
Advances on Government and other Securities, loans at short notice, and current accounts	730,654 9 10
Bank premises in Dublin and at the branches	29,159 2 6
Total	£5,271,515 7 5

Paid-up capital	£5,000,000 0 0
Notes in circulation	1,135,599 15 0
Due by the bank on deposit receipts, current accounts, &c.	3,481,947 13 3
Rest, or undivided profits	153,967 19 2
Total	£5,271,515 7 5

There has since been paid in Feb., 1859, to the proprietors a dividend at the rate of 6 per cent. per annum, with a bonus of 15s. per share, amounting together to 30,000l., by which payments the rest or undivided profits have been reduced to 123,967l. 19s. 2d., as against 104,792l. 2s. 8d., the balance of that account at the end of Dec., 1857. The results show an increase of nearly 1,000,000l. in the resources of the bank since Dec., 1857. It must, however, be borne in mind that the accounts of 1857 were made up during the existence of the commercial crisis; but still the deposits in the bank were, at the close of 1858, above 400,000l. higher than they have been at any previous date at the same period of the year, and during the current year they have been continuously increasing; while the circulation of notes is so far beyond the authorised limits as to necessitate the issuing of a large stock of specie on hand to cover the excess of issue, as required by the Act of Parliament which regulates the circulation of notes in Ireland. The banking business in London continues to increase in success and importance; so much has the bank's operations extended, that the present offices do not afford sufficient accommodation either for the public or for the clerks of the establishment. The directors, therefore, after mature deliberation, availed themselves of an opportunity which recently offered to purchase the two adjoining houses; and having obtained a fresh lease for 60 years of their present premises, they intend, without unnecessary delay, to erect upon the combined sites the three houses a handsome and commodious edifice, better suited to the standing of the bank, and more adapted to its absolute requirements. Beyond the dividends and bonuses, amounting to 12 per cent. upon the paid-up capital of the bank, five of income tax, out of the realised profits of the year, the sum of 19,175l. 16s. 6d. had been added to the reserve fund or undivided profits. The progress of the officers' guarantee fund is in a high degree satisfactory; not a single claim had been made upon it, which reflected credit upon the organisation and faithful management of the establishment.

The CHAIRMAN, in moving the adoption of the report, said he had much satisfaction in asking the approval of the report which had just been presented, inasmuch as it showed so indubitably the undiminished progress which Ireland was making in her commercial prosperity and social happiness, and so unequivocally the high position assumed by the National Bank, and that, without one moment's hesitation, would ensure its unanimous and enthusiastic adoption. He apprehended there could be no question as regarded the correctness of the conclusion arrived at in the report that, on taking a general review of the trade of Ireland during the past year, the gratifying result would show that the husbandman had reaped the reward of his industry, and the careful trader the legitimate profits of his commercial enterprise; while unquestionably the lower orders and the middle classes had alike benefited by the low prices of most of the necessities of life, and been enabled to add to their humble comforts. Indeed, everything indicated a constant progression in the social condition of the country. The leading agriculturists spared neither pains nor expense in improving their breed of live stock, in which they had been eminently successful. They were also equally ready to avail themselves of the most improved implements of husbandry for the purpose of tilling their land; and so it was found that the acreable amount of land in cereal crops was already improving in its production. All classes of agriculturists were in a prosperous condition in Ireland; the produce of the soil was abundant, and the price of the produce was high, and the producers had especially benefited by the high price obtained for that article, owing to the falling off of 150,000 casks in the usual importation from foreign countries. All classes were prosperous, so that there was no difficulty in their meeting their rents; indeed, it was frequently found, as opportunities offered, that they became purchasers of the land which formerly they occupied only as tenants. The poor rates, which a few years back were so serious a burden upon the land, were now so much diminished as to be of no important consideration, in some counties the assessments having fallen as low as 6d., and throughout Ireland, on an average, it did not now exceed 9d. in 11; while crime, that infatigable attendant upon want and distress, had—thanks to Almighty Providence—now greatly decreased. Indeed, recently at the Tipperary Assizes the judge congratulated the county upon its almost total absence; and the county of Longford had, a short time since, the opportunity of presenting the judge with a pair of white kid gloves, there not being a single criminal case for trial. It was also satisfactory to find that the fisheries—so long neglected—were now actively prosecuted, and from the rapid means of transit which now existed between the remotest parts of Ireland and this country, it may be confidently expected that this trade will be further developed, to the advantage of all concerned.

A bold enterprise had been commenced in establishing a regular line of steam communication between Galway and the United States, and should that be carried out successfully, who could estimate, in a commercial point of view, the advantages which might accrue from Ireland thus becoming, as it were, the high road between the Old and New Worlds. Having made those observations regarding the amelioration of the condition of the country, he begged to be permitted to pass a tribute of praise to those landed proprietors and agricultural societies which, in various districts, were now paying so much attention to improving the dwellings of the labouring classes. That was striking at the root of the evils which had long been apparent; but, accompanied by the promulgation of education, it was obvious that there must be an extension of the morality and general contentment of the people. Happily, every illustration assisted in establishing the fact that the Irish were now self-relying, peaceable, and well ordered, and that, for the first time in Irish history, all classes considered that they had an equal interest in maintaining the laws, and feel that by bringing their various energies into action every one in his station would contribute to develop her resources and increase her prosperity.

As regarded the National Bank, the accounts submitted to the meeting had been audited by the audit committee formed from the board, and whose names, from their high position and from their business habits, he hoped would be considered as a guarantee of regularity and correctness. As Chairman of the board he had attended that committee, and had assisted in the investigations, although his name was not attached to the balance-sheet, it being more regular that his name, as Chairman of the board, should be attached to the report as a whole. At the same time, however, he begged leave distinctly to state that all the responsibilities as regarded the accuracy of the accounts, the profit and loss, and the assets and liabilities of the bank none bore more than himself; and he could bear inflexible testimony to the progress the bank was making, that the dividends paid to the proprietors of 12 per cent. were out of a year's profit, and that, in all probability, the next year's dividend would be 15 per cent. He was, therefore, in a position to say, in reference to that subject, he had seen it stated in the Irish papers that the National Bank had shot forth like a meteor. Now, however, complimentary that might be, and however happy it might be as a metaphor, their eulogists no doubt knew that no institution in Ireland was more deeply rooted in the confidence, good will, and predilections of the people, and were proof wanting in corroboration, he would say such were to be found in the fact that the National Bank shares were now selling at more than double the price that had been paid upon them—that is to say, above 100 per cent. premium; that the number of shares now held was 29,000, being 5000 more than last year; that the resources of the bank now amounted to 5,270,000l., of which two millions were in gold or other cash, or else invested in securities, which at all times were immediately available; three millions were employed in discounting commercial paper, and the reserve, or amount of undivided profits, had now reached 124,000l., being an additional 19,000l. since last balance-sheet. And certainly there was not a bad or doubtful debt which was not amply provided for. The report alluded to the extension and success of their London business, and while the legitimate wants of accommodation of their customers in Ireland had been most liberally met, the directors felt that such opportunities as were afforded in this country for the employment of the residue of the bank's assets, either in the discount of London bills or loans upon Government and other securities, should be taken advantage of, which had brought business to the bank. In consequence of this large increase the directors trusted that the steps which had been taken to provide accommodation for their customers and the public by the proposal erection of a new bank house would meet with the concurrence of the proprietors. He (the Chairman) had on all such occasions as the present hazarded an opinion as to what would be the Midsummer dividend, and he had no hesitation in saying that, judging from the result of the operations from Christmas to the present time, there was no reason why the same dividend should not be paid as in February last—12 per cent. per annum. At the same time, when in great continental war had commenced, the issue of which none could foretell, and the complication of political events, the consequence of which no human foresight could anticipate, it might not be out of place then to remind proprietors that banking profits must be expected to fluctuate like every other commercial undertaking. Still he hoped that proprietors would have that confidence in the board to believe that nothing would ever tempt them to run an imprudent risk in order to increase their temporary profits. Believing, then, that the National Bank would continue to prosper and pay good dividends, and having evidence of the success of the banking establishment, he would now turn to prove that when banks are controlled by judgment and conducted with integrity, they at all times and under all circumstances will prove a safe investment for the capitalist, and be an infinite benefit to the neighbourhoods in which they are established, he would conclude by moving that the report now submitted be received, adopted, and circulated among the proprietors.

Mr. FOX, in seconding the motion, said he considered the report highly satisfactory. As a resident in the sister country he had better opportunities, perhaps, than many gentlemen present of observing the progress which the bank had been making in public estimation of late years, and he could testify there was nothing either in the report or in the Chairman's speech which was not warranted by the facts of the case. He was in a position to congratulate the meeting alike on the magnitude of the company's operations, and on the sound and healthy mode in which the affairs of the bank were managed. As regarded the officers, it was a most gratifying fact that, while there was an ample guarantee, there had not as yet been a single instance of delinquency. That was creditable to their officers as it was to those who selected them for the posts which they filled; and he hoped that those who manifested such unflinching integrity would be allowed to participate in some degree in the growing prosperity of the bank.

Mr. RICE, a solicitor at Belfast, who was an unsuccessful candidate at the recent election for New Ross, impugned the conduct of Mr. J. N. McKenna, the chief inspector and public officer of the bank in Ireland, in becoming a candidate for that borough.

The CHAIRMAN, in reply, denied that the influence of the bank had been at any time used by its officers for party or political purposes, observing there was a fundamental rule that prevented any conduct of that kind. As regarded Mr. McKenna, he remarked that that gentleman used his own discretion in becoming a candidate; but so far as the

bank was concerned the directors rejoiced that he was not successful, as if he had been so his valuable connection with the bank would probably have ceased.  
 The report was adopted unanimously, the retiring directors were re-elected, and thanks were voted to the Chairman and directors, and to the officers of the bank.

## Original Correspondence.

### MANUFACTURE OF IRON—QUANTITY AND QUALITY.

SIR,—As there is no Journal more devoted and better calculated to promote and improve the mining interest generally than your own, including equally the interest of all who are practically engaged in bringing to life and utility the metallic produce, in one form or another, I feel assured you will not turn a deaf ear to one, on behalf of a numerous body of men entrusted with the production of an article on the quality of which the nation will more than ever depend for its naval and military security.

We know of no manufacture where more knowledge, skill, vigilance, and integrity of purpose are required in the working man, than in the operation of converting two-thirds of all the cast-iron made into good malleable iron. The management of reverberatory or air furnaces are so perilled by various deteriorating effects from atmospheric influences, ignorance, misconstruction, materials injudiciously assorted, and otherwise, that nothing short of great experience and real integrity of purpose on the part of the puddlers themselves can ensure to their employers quantity and quality, at the least possible expense.

If ever there was a time when it was most to the interest of the principals and the nation that, British iron should be depended upon for quality, surely it is at this moment, when iron is likely to be substituted for the wooden walls of our Navy, and new appliances of British iron are contemplated for gunnery of every description.

The demand for quantity, without regard to quality, is calculated to be ruinous in the end to all concerned, and full of danger to 1,200,000,000 of people, travelling over 80,000,000 of miles of our iron ways annually, besides 5000 steam-carriages and 150,000 other vehicles, all working on the same iron, and depending on quality alone for life or death. With a view, therefore, to place the iron-workers of Great Britain in the same position for encouragement, improvement, and the development of talent, the benefit of their employers as well as themselves, I humbly suggest the necessity of establishing in the iron districts, not only schools for the instruction of operatives, but that premiums be offered to those who may by their ingenuity and talent discover the means of producing, in the form of malleable iron, both quality and quantity, at the least possible cost.

We want no "shams" in the manufacture of British iron. Schools have been established for the benefit and instruction of miners in Cornwall and Bristol, and the Master of the latter has already become a member of the South Wales Institute of Engineers, and contributed a highly interesting paper on the value of Fuel. Why, then, should the iron districts, the most important certainly of all in connection with the mining interest, be, although the wealthiest, wholly destitute of a school for the benefit and instruction of those who are engaged in the creation of an article more valuable than gold, from materials previously useless in our native land?

We want practical purposes and the channels of talent to be opened for the benefit of both the employer and employed. It would be quite useless to establish schools, or libraries, or mechanics' institutes, for the benefit of workmen, unless they are allowed to exemplify and practice their instruction in their daily avocations; and it is worse than useless to place within their reach the works of a Rogers or a Trueman, or any other standard author on iron manufacture, unless it is intended they shall have the means of adapting their gleanings to some practical uses. What end can there be in view to tell the operative that his ignorance is such as to unfit him to be trusted in any position where the reverse is required, and yet to deprive him of the only means of practically demonstrating his improvement, by showing that he could make both quantity and quality?

If such a school were commenced in South Wales, a master would soon be found to produce a paper on the best means of insuring quantity and quality; and if not I would undertake to make the attempt, if any of the ironmasters, after approving of the article, would only render the suggestions of one, without education, more worthy of record in the *Proceedings* of our Institute in South Wales. The ironmasters are all vitally interested in the establishment of such schools, and giving every possible encouragement to those who are disposed to study the economy and profit of production, instead of expending all their best energies for nothing, when quantity without quality is produced. For quantity alone can only inflict injury on their employers and discredit on themselves; while the proposed school would provide a field for exemplifying the fruits of their experience, knowledge, and talent, in the hope of honourable distinction in the service of their employer, by the award of suitable premiums for any improvements found to be worthy of such encouragement, with a door open for future promotion.

ONE ABLE AND WILLING TO PROGRESS.  
 Near Pen-y-darren Iron Works, May 25.

### EAST RUSSELL, AND ITS CRITICS.

SIR,—Allow me to assure "Mallet," first, that I have as great a dislike to mere "share-jobbing" as he can have, and probably have done as much, if not more, than any other correspondent of your Journal to expose and to condemn it; and, secondly, that until this morning I had not even read his remarks upon the subject. I was commenting upon the different opinions of "market men" relative to East Wheel Russell, when my attention was called to the "geological theory" started by "Mallet," and as I only read the latter part of his letter, I confined my remarks to expose by "facts" what I conceived to be a false doctrine, and one not supported, as he said it was, by "mining experience."

The "facts" which I related are not disputed by your correspondent in to-day's Journal, but he says "he defined no particular limit for the action of this principle affecting the greater or less accumulation," &c. What, then, did he mean by saying "all in the immediate neighbourhood?" these being the words he used! And rather jesuitical, to my thinking, for who accuses me of not being "strictly right-minded"?

And now, Sir, permit me to trespass a little further on your space, than I may remind "Mallet" of one or two geological facts. First, it is invariably the case, I believe, that good deposits of copper ore are found in depth under rich gossan, lodes met with near the surface. Secondly, in the mining districts the great courses of ore are generally found running parallel with each other. It was a knowledge of these facts that led to the discovery of Devon Great Consols and of East Wheel Russell Mines, and Mr. Josiah Hugo Hitchens, one of the best judges of gossan in the kingdom, was the discoverer and promoter of both. Wheel Maria, the first of the Devon Great Consolidated Mines, was discovered in a pheasant preserve of the Duke of Bedford's, where a pit had been opened many years before on an enormous gossan lode. This gossan held down about 14 fms. only, when "Mallet's" concentrated mass of copper ore was met with, but this failed at a depth of 28 fms. Further east on the same lode, Wheel Josiah had the same kind of gossan, about 20 feet wide, and it held down for 60 fms. before the lode made copper, and the ore has now continued for 200 fms. deep. East Wheel Russell is on a lode parallel to the above, and when first discovered by Mr. Hitchens was nearly 30 ft. wide, all gossan; and such was the public feeling, and Mr. Hitchens's opinion of it at the time—I speak of about six years ago—that the mine rose in the market to 100,000l. On this lode Hitchens's shaft was sunk, from level to level, and still nothing but gossan, down to the 100, and the patience of the shareholders, if not the gossan, would seem to have been exhausted at this level, as sinking was suspended, the lode still being composed of gossan.

Further east Homersham's shaft was sunk, with also a fine gossan; and east of this shaft, in the 66, a good course of ore was gone through for many fathoms, and a winze sunk below it—as often described in your Journal—where the lode made richer than it was in the level. The 88, at the time, was 150 fathoms behind the 66, and has taken many months to drive up to this interesting point; when approaching it a few months ago Tom's tributaries discovered a branch of ore to the north of the western end of the 66, valued at nearly 300l. per fm. It should now be mentioned that the course of ore in the 66 was formed by the junction of two lodes, one called the north and the other the south; and as "Tom's pitch," now famous in history, was on the north lode, it became the opinion of the manager of the Great Devon Consols, who is also manager of East Russell, that as the 66 had been driven on the south part of the lode, this rich deposit found in the north had been missed through the whole drive, and cross-cuts at several points were put out to prove it. At this time the demand for shares, through the medium of the Stock Exchange, and from the mining public, most of whom purchased at the instigation of practical miners, became so enormous, that the shares went, no doubt, beyond their value; and when Tom's pitch proved an *ignis fatuus*, after yielding about 1200l. in copper ore, the public became as frantic in selling as they had



before been eager in buying, and a regular panic was created, the real merits of the mine being totally lost sight of. "This is about the true history of East Russell; and "jobbing" had less to do with the disappointment caused than many persons suppose. What the future of the mine will be cannot be foretold either by "Mallet" or by—  
May 21. ARGUS.

#### DISCOVERY OF RICH DEPOSITS OF COPPER ORE IN AUSTRALIA.

Sir,—To receive a letter for publication in your valued Journal from one so far away may seem presumptuous in the writer, and I would not trouble you unless the subject were equal to the occasion. You may hardly remember me after an absence of nearly eleven years from the mother country; but I anticipate many of your readers, both in Cornwall and London, will recognise my name, and accept of my veracity in the very important announcement I am about to make to the mining community and to the public generally.

With this preface, then, I would direct attention to the discovery of a remarkable deposit of rich copper ores in this colony. Whoever has read descriptions of New South Wales, must have read of the mountainous group named the "Canoblas," situated about 160 miles westward from Sydney, and 40 miles from the town of Bathurst. The deposit is in a deep ravine on the south side of these mountains, and appears to be a lode about one chain (11 fathoms) wide, composed almost wholly of red and black oxide, native copper, and some copper and iron pyrites, and, without any exaggeration, it is one of the most magnificent deposits of copper ores ever discovered in any age or country. I know most of the richest mines in Cornwall and Devon, and have seen the celebrated Parys Mine, in Anglesea, and I am persuaded this will rank second to none of them, and is equal, if not superior, to the Burra Burra itself, in the adjoining colony. To give some further idea of its extraordinary richness, I would mention that out of a moderate size pit 250 tons of ore have been dug that will produce from 30 to 35 per cent. for copper, the value of which may be estimated at from 7000*l.* to 8000*l.*

This is no puff, for I have no interest in the concern, further than an anxious desire to see the resources of the colony developed. The mine is on land purchased some years ago by three or four far-seeing parties, and is in work by some persons on a tribute of three-quarters the produce, or what is called in Cornwall 15*s.* in 1*l.* Hitherto the proprietors did not seem aware of the value of their concern, or they have been extremely modest, for as yet, even in the vicinity of the mine, there is little talk about it, and I feel some hesitation myself to speak so highly in its favour as I really think. The works have been named after the mountain, and called the Canoblas Mine.

I hope you will have the goodness to publish this in an early number of your valuable Journal, that our mining friends in England may know what is doing at the Antipodes. J. B. CLYMO, Mine Agent.

Bathurst, New South Wales, March 7.

#### THE COAL TRADE, AND THE WAR.

Sir,—I have read, with great attention, your remarks on this momentous subject. In my opinion, our coalowners have nothing to fear, unless we should unfortunately be drifted into hostilities. The Austrians may declare coal contraband of war, and state that by our shippers exporting it we are breaking the strict neutrality of the Queen's Proclamation. The Foreign Office has declined to give any opinion on the subject; this, I think, is of little importance, the Proclamation having stated that all British subjects who violate the neutrality enjoined in that document will do so at their own risk, and cannot expect to receive the protection of the British Government. The Emperor of the French certainly will not declare coal contraband. He has at present the command of all the Austrian ports, and the Austrian fleet, for it cannot be called a fleet, will not dare to molest the French Navy in the Adriatic. Our merchantmen have, therefore, nothing to fear from Austria. I should wish to know how the distinction can be drawn between coals which are to be used for manufacturing and other industrial purposes, and those which may be considered as munitions of war? I do not even believe that the present Secretary for Foreign Affairs, with all his acknowledged Austrian sympathies, which some few years since were in favour of the man of the second of December, would venture to propose that the export of coal should be prohibited to either of the hostile parties. We have already exercised in former years too much forbearance to the detriment of the coal trade, and no Minister, I believe, would be daring enough to cripple one of the greatest industrial and useful pursuits carried on in the United Kingdom. There is already discontent enough in the colliery districts. I need not point out to you what the consequences would be were a number of desperate men turned loose upon the country, without the means of gaining their daily bread by their labour.

In the late Russian war the exportation of steam machinery was prohibited. We were then engaged in actual hostilities, and should we by any chance be carried into the present war, the patriotism of the country would then be sufficient to afford any sacrifices which might be demanded of it. At the Congress of Vienna, when Lord Castlereagh might have demanded what he pleased for England, who had spent so much blood and treasure in the wars against the great Napoleon, he showed great abnegation, and stated all we required was honour. The history of the last 40 years shows how this generous sacrifice was appreciated. There is not a nation so cordially hated by all denominations of continental nations as the English. They are envious of our prosperity, and take every opportunity they can not only to flout us, but likewise insult and deride us. The Prussians during the Russian war were accused of violating strict neutrality, owing to the profit they derived from the carriage trade to Russia from the ports of Germany, who obtained their supplies direct from England. The time is past when we should look to abstract theories; we are a practical nation. Our commerce is the source of the wealth of the country. We have a navy which can protect us against any power, and it would be worse than folly to sacrifice, or in any way fetter our trade, from a high-down notion of what is strict neutrality. Even if two or three vessels were captured by the Austrians—a very improbable idea by-the-by—freights would rise in proportion, and the greater the risk the more commensurate would be the profit. JOHN BULL.

May 24.

#### THE WAR, AND THE MINING INTEREST.

Sir,—In comparing the prospects of British Mining with other British Investments, and especially with foreign schemes, I will endeavour to show how the former will maintain its present prospects during the continental struggle, and which to capitalists will be most remunerative. We have already seen what effect the war has had on foreign securities; and how much more they will be depressed in value it is impossible to say. With opposing armies devastation follows as a matter of course, especially as regards railways, where one destroys to prevent the other using. Their mines are also closed, money is scarce, and the labourer who cultivates the soil leaves it at the call of his despotic monarch to swell the ranks of the army.

Whilst we remain neutral we shall suffer comparatively little; but that we shall feel the effects of the war is a certainty—the numerous failures on the Stock Exchange have already proved it. Under these circumstances, embarking in foreign schemes, where the wealth of to-day is the beggar to-morrow, is out of the question, and the capitalist must find other investments at home, where he can invest with security. And in singling out British mines as the most secure, I do it on the same grounds, and those who are fortunate enough to hold in dividend mines will not dispute it. Tell me what securities will pay 20 per cent. besides British mines? and I will hereafter endeavour to show that although metals may decline a little, yet the present price of shares will be maintained, in consequence of the extra capital which will be embarked; and those who now sell their property with the idea that prices will decline will, I think, be doomed to disappointment; this has already been manifested within the last week or two, when alarmists threw their shares on the market, but which were instantly bought up by parties who have confidence in future prospects.

A word of caution to those who are about to invest for the first time will not be amiss. I would advise them to avoid those mines which are not worked for a legitimate object, but simply for market purposes; happily these occurrences, thanks to your Journal, are not so numerous as formerly. Such abuses have been so fully exposed by you, that the public may now, with a little precaution, invest with security; and I feel assured where that precaution is used the investor will have no reason to regret being a holder in British mines.—May 26. W. P.

#### GOLD IN SOUTH AUSTRALIA.

Sir,—As many of your readers are interested in the progressive development of the mineral wealth of Australia, I forward for insertion a copy of the official report from the Echunga gold diggings; by it they will see that there is very little prospect at present of South Australian gold working becoming either an extensive or profitable occupation: "Echunga, Feb. 18.—Since my last report the different workings—Hahndorf, Long Gully, and Echunga—are still going on in the same migratory manner. At one time the number at Hahndorf amounted to 100; it has now decreased to less than half that number. Between 30 and 40 were yesterday located at Long Gully; about twelve of this number were out prospecting in the various gullies in the neighbourhood. I have not heard of any instances of success by the prospectors; but a lad named Thomas Lloyd exhibited a fine sample of rough nuggety gold (nearly an ounce) obtained from a claim he is now working in Long Gully. The greater part of the diggers, however, complain of a want of success. Echunga still continues to maintain its few old hands, who seem to have a great partiality for the old spot. A letter appeared some time ago in the Register, signed 'A Lover of Truth,' stating that a Mr. Jeffrey had not obtained 10*l.* worth of gold in twenty days. Since this letter appeared I have seen Mr. Jeffrey, and he fully confirmed what he had previously told me—that he had found over 6 ozs. of gold, with the assistance of a boy, in the space of three weeks at Hahndorf. I have not been able to visit all the different workings this week so often as I would wish, as my horse has gone lame, and I have not yet got him replaced, but I expect to have a fresh horse sent up daily. WILLIAM BUTTERFIE (officer in charge of gold fields)."

"Hon. F. S. Dutton, Commissioner of Crown Lands and Immigration."

CHAMPION BAY COPPER MINES.—Mr. Rodda, son of Capt. Rodda, of Perth, has recently returned from Western Australia, where he had been inspecting the mines of the Western Australian Mining Association. He has brought over with him several fine specimens. Some of them are coated with black, containing about 30 per cent. of copper; others are black ore. From the mine from which these specimens were obtained—Waneroona—1000 tons have already been sent to England, of the value lying within a radius of five miles of it. The lodes run parallel to that of Waneroona, and are distinct lodes. One specimen of grey ore was broken from a lump of 8 cwt., and a grey one mixed, of the richest quality, of which 140 tons have been sent to England, realising first-rate prices. The mine from which that was taken will let if the owner can find a company with sufficient means to work it. In the Waneroona Mine,

In the Hanging Well, there is a small lode of lead varying from 3 to 6 in. wide, which may contain a large quantity of silver, but Mr. Rodda has not yet had sufficient opportunity of examining it. Tons of this have been thrown away, its value being unrecognized. Mr. Rodda's services are engaged for a term as superintendent of the mines of the before-mentioned company, seven in number, and has come over to engage officers to overlook the labour which is already on the spot. He has sent to Great Britain for steam power—a pumping-engine, a steam-whim, and a crusher. When all these come to be in operation he looks to a large addition to the amount of exports from Western Australia. Mr. Rodda speaks of the whole of the country described as exceeding rich in lodes. The specimens are at the Blenheim Hotel, where they may be seen by any gentlemen desirous of inspecting them.—Adelaide Observer.

#### Meetings of Mining Companies.

##### THE DEVONSHIRE GREAT CONSOLIDATED COPPER MINING COMPANY.

The annual meeting of shareholders was held at the offices of the company, Gresham House, on Tuesday, Mr. W. A. THOMAS in the chair.

The usual elaborate reports, and detailed statement of accounts, were presented.

##### DIRECTOR'S REPORT.

The directors of the Devonshire Great Consolidated Copper Mining Company have the pleasure to submit to the shareholders for adoption their fifteenth annual report, together with the annual statement of accounts, made up to March 1 last, a copy of which has been duly forwarded to each proprietor.

The directors, in the prosecution of the important works undertaken last year, have watched with anxious care the finances of the company, in order that they might be enabled to make as large a distribution of profits as was consistent with the obligations incurred, and, at the same time, to preserve intact a working capital commensurate with the great requirements of the important and extensive operations in mines of the magnitude of those of this company.

By referring to the statement of income and expenditure, it will be perceived that the number of tons of ore sold has been less by 1621 tons 17 cwt., and the sum realised for the same 14,660*l.* 11*s.* less than that received last year; the average assay of the ore having been, according to the company's assay,  $\frac{1}{4}$  per cent. higher. The quantity of fine copper in the ore was only 26 tons 17 cwt., less than that of the previous year; but the price per ton fine copper having been  $\frac{1}{2}$  *l.* 8*s.* 8*d.* per ton less, the greater proportion of the deficiency, amounting to about 12,000*l.*, is readily accounted for in the fall in the price obtained for the ore.

The expenditure for the railway and dock includes all the liabilities of this item. The works being nearly completed there will be no further outlay of capital, except that which will be covered by the contribution due by agreement from His Grace the Duke of Bedford.

In order to discharge the bills for the renewal of the lease of the mines, the directors sold the 5000*l.* Exchequer Bills, held as a reserved fund, to which purpose they considered they were fairly applicable. The directors propose to replace them by setting apart one-tenth part of the profits of the company as they accrue, agreeably to the 11th clause of the Deed of Settlement. The Exchequer Bill for 1000*l.* purchased was for this account.

Notwithstanding the expenditure of the last year may appear extraordinary, the valuation of the property and assets of the company proves it has a good and substantial representative, inasmuch as the balance of assets over liabilities exceeds that of last year by 7068*l.* 15*s.* 9*d.*

The directors congratulate the shareholders on the completion of the railway—4 $\frac{1}{2}$  miles in length—and the dock and ore-docks at Morwellham, in a manner highly creditable to the agents of the company, under whose superintendence the whole of the works have been perseveringly carried on, and the difficulties, which were great in the treacherous ground occupied by the dock and ore-docks, energetically surmounted. The stationary steam hauling engine at the incline plane was manufactured on the premises, in the company's foundry, at a considerable saving of cost. With these auxiliaries the directors anticipate the mines can now be worked at the lowest possible cost; and, in fact, a diminution has already taken place, the average cost of returning a ton of ore having been  $\frac{1}{4}$  *l.* less than last year.

The directors believe the working expenses of the railway will not exceed the compulsory low charge to the smelters of 1*s.* per ton, but the line has not been opened for traffic sufficient time to enable them to make an exact calculation. A second locomotive is absolutely required to relieve the one in use, and a contract is about being made for it accordingly.

The nature of the ground about Anna Maria and Agnes' shafts requires the largest sized timber to support it; the directors have, therefore, been obliged to contract for a cargo of American timber, the cost of which will amount to about 3500*l.*, and must be provided for during the year.

An attempt has been made by the assessors of the parish of Tavistock to assess the railway for poor's rate in the annual value of 2250*l.* So preposterous a sum the directors are advised to resist to the uttermost. All the deeds relating to the property held by the company are complete and in the possession of the directors.

Capt. James Richards, the principal mine agent, has prepared, as usual, a detailed report on the surface and underground operations at the mines, by which it will be perceived that, notwithstanding some of the levels are reported poor for the present, the extensive undeveloped resources of the company give ample promise of future success. The directors request to observe a considerable fall in the standard took place at the sale of ore on May 19; and should it appear advisable to adopt a policy similar to that of last year, and, in conjunction with other mines, diminish the monthly samplings, so as not to press the ore upon an overstocked market, they trust the shareholders will be content to forego for a time their dividends, or a portion of them, rather than sacrifice their property at an unduly depreciated standard.

No other application for the office of director having been made, the directors whose services terminate this day beg to offer themselves for re-election; and the auditors have signified their willingness to accept office, if re-appointed.

The following is a statement of the income and expenditure from March 1, 1858, to March 1, 1859:—

INCOME.	
Balance from last account.....	£ 21,859 5 10
Carriage of ore outstanding per last account, since received.....	615 7 4
Sales of copper ores sampled from Jan. to Dec. 1858, both months inclusive:	
23,851 tons 6 cwt. 3 qrs. ....	£119,497 8 11
Carriage of the same .....	4,814 2 6 = £124,311 11 5
Less carriage outstanding March 1, 1859 .....	263 4 7 = 124,048 6 10
Mundic ore sold .....	1,046 15 2
Fees on transfers .....	6 6 0
Interest on money lent .....	85 19 4
Interest on Exchequer Bills .....	183 12 11
Proceeds of 5000 <i>l.</i> Exchequer Bill, sold .....	5,162 10 0
Landlord's property tax deducted from dues on ores .....	204 9 10
Total .....	£153,217 13 3

EXPENDITURE.	
Mine cost from Feb. to Dec. 1858, both months inclusive.....	£ 47,572 12 4
Railway to Morwellham and dock—further on account .....	7,460 6 1
Locomotive engine—on account .....	500 0 0
Timber imported .....	1,653 16 9
Iron purchased .....	277 5 10
Water rent and Tamar fishery, one year, to Sept. 29, 1858 .....	492 7 2
Poor's rate and other taxes at Tavistock .....	1,256 5 7
Income and property tax, one year, to Sept. 29, 1858 .....	1,670 18 0
Dues on copper ores, sold from Jan. to Dec., 1858 .....	9,557 4 6
Educational grant .....	109 0 0
Compensation to resident director, one year, to Dec. 31, 1858 .....	600 0 0
Expenses in London—salary of secretary and clerk, rent of .....	£771 16 0
offices, stationery, postage, stamps, printing, &c. ....	
Voted to directors and auditors, May 25, 1858 .....	442 0 0 = 1,213 16 0
Solators' expenses attending the taking new lease, &c. ....	1,047 16 8
Cost of 1000 <i>l.</i> Exchequer Bill, sold .....	5,162 10 0
Balance on fine on renewal of lease, &c. ....	10,000 0 0
Dividends paid, 44 <i>l.</i> per share, on 1024 shares .....	45,056 0 0
Balance—Cash at bankers, 993 <i>l.</i> 13 <i>s.</i> 9 <i>d.</i> ; cash and stamps in the office, 16 <i>l.</i> 8 <i>s.</i> 9 <i>d.</i> ; cash at Tavistock, 200 <i>l.</i> ; money at interest on call, 11,976 <i>l.</i> 5 <i>s.</i> 4 <i>d.</i> ; bills receivable, 11,299 <i>l.</i> 1 <i>s.</i> 8 <i>d.</i> .....	24,485 9 6
Total .....	£153,217 13 3

CAPITAL AND LIABILITIES.	
Shareholders' capital, 1024 shares, at 1 <i>l.</i> per share .....	£ 1,024 0 0
Mines cost for Jan. and Feb., 1859, including merchants' bills .....	8,101 5 3
Dues on ores—sold Jan. 20, 1859, 894 <i>l.</i> 5 <i>s.</i> 5 <i>d.</i> ; Feb. 17, 1859, 890 <i>l.</i> .....	2,664 5 5
Income and property tax, to March 25, 1859 .....	675 0 0
Water rent, half year, to March 25, 1859 .....	245 0 10
Poor's rate and water rate, to April 10, 1859 .....	400 0 0
Salaries and rent of office to March 25, 1859 .....	330 0 0
Acceptance on account of locomotive engine, due May 4, 1859 .....	300 0 0
Balance due for engine .....	140 0 0
Acceptance for iron, due April 6 .....	724 7 9
Balance carried down .....	101,712 17 1
Total .....	£116,316 16 4

PROPERTY AND ASSETS.	
Surface.	Underground.
Wheat Maria .....	£5,962 17 9 = £ 293 10 0 = £6,256 7 9
Wheat Fanny .....	1,888 8 6 = 367 10 0 = 2,055 18 6
Wheat Anna Maria .....	9,728 7 4 = 3,383 10 0 = 13,112 1 4
Wheat Josiah .....	12,479 16 0 = 2,958 15 0 = 15,438 11 0
Wheat Emma .....	2,575 8 0 = 1,732 10 0 = 4,307 18 0
Wheat Thomas .....	370 3 6 = 245 6 0 = 615 9 6
South Lode .....	943 14 0 = 155 16 0 = 1,099 10 0
Wheat Premier .....	7,711 1 6 = 4 16 0
Railway .....	700 17 6 = £ 51,302 11 1
On ore floors at Morwellham .....	
In store at the mines—coals, iron, brass, steel, powder, rope, nails, copper, candles, oil, &c. ....	4,336 0 0
Timber and coals at the quays .....	932 5 0
Copper ores raised in Jan., and sold in Feb., 1859, 2092 tons 16 cwt. 2 qrs., and carriage .....	10,719 0 5
Copper ores raised in Feb., and sold in March, 1859, 1983 tons 15 cwt., and carriage .....	10,973 2 8
Copper ores and halftons .....	8,138 9 9
Due from the Duke of Bedford on account of dock .....	500 0 0
House at Abbotsfield, near Tavistock .....	3,500 0 0
Office furniture in London .....	100 0 0
Carriage of ore outstanding, March 1, 1859 .....	263 4 7
Exchequer Bills in hand 1000 <i>l.</i> —market value March 1, 1859 .....	1,046 13 4
Balance on receipt and expenditure account .....	24,485 9 6
Total .....	£116,316 16 4

Extracts from a report by Capt. James Richards, the principal mine agent, were also read, detailing the surface works executed during last year, and describing the underground workings in the mines. Operations, it appears, have been commenced in the recently acquired ground to the east of the old sett, by driving an adit south from Mill Hill, which has intersected the lode, which is of a favourable appearance, consisting of capel, quartz, and mundic; but the workings have not yet been sufficiently extended to enable them to say more about it at present. The ores in reserve in the mines are estimated on a mo-

derate calculation to amount to 63,514 tons. Resolutions were passed receiving and adopting the report and accounts, which were ordered to be printed and circulated among the shareholders, and the retiring directors and auditors were re-elected.

##### WHEAL ARTHUR MINING COMPANY.

A meeting of shareholders was held at the company's offices, Crown-court, Thread-needle-street, on Thursday.—Mr. PETER WATSON in the chair.

Mr. T. WATSON (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed.—The accounts showed:—

Call .....	£497 8 4
Bills for copper ore .....	96 9 1 = £593 17 5
Balance last audit .....	18 15 7
March and April mine cost .....	444 13 3
Merchants' bills .....	36 17 8
Lord's dues, secretary, and sundries .....	24 7 8 = 524 13 11

Leaving balance, credit.....£ 69 3 6

The report was then read, as follows:—

May 24.—We beg herewith to hand you the following report of the operations in the above mine since the last meeting:—The new engine-shaft, sinking below surface on the Calstock Consols lode, is nearly 10 fathoms deep, and the ground still favourable for sinking. The rise above adit (which is about 38 fms. deep) towards this shaft is now up 12 fms. leaving about 16 fms. more to accomplish in order to effect a communication; should the ground continue as favourable as it now is, we expect to complete this work earlier than we first anticipated, say, about the end of July; in the mean time you may rest assured we shall use our utmost endeavours in making the necessary arrangements for sinking the shaft below adit, on the course of the lode, as soon as possible. In the adit end west, on the above lode, the lode is from 8 in. to 1 ft. wide, consisting of spar, mundic, and small stones of ore; driven since the last meeting 6 fathoms, or 42 fathoms altogether. In the adit end east, on Munday's lode, we have no material alteration to communicate; the lode is small, producing occasional stones of ore, ground rather hard for driving. The masons have nearly completed the walls of the bob-pit, and we hope in the course of the ensuing week to fix the bob, immediately after we shall commence fixing the flat-rods from shaft to the engine, a distance of about 130 fms. We would again observe that the prospects on the Calstock lode are good, having had ore in driving east for 14 fms. in length, worth about 8*l.* per fm. on an average; directly under the new shaft, and in the western level, it was worth about 9*l.* per fm. for many fms. in length; this did not continue far above the back of the level, but was decidedly best in the bottom, therefore we have good hopes for the future, as soon as the shaft is down.

F. C. HARRUP, T. CARPENTER.

The CHAIRMAN, who visited the mine some three weeks since, found that everything was going on well, especially the sinking of the shaft in the south part of the mine, on the Calstock Consols lode; and on Munday's lode there was precisely the same character of ground, but the lode was small in the adit level. In driving the adit some time since they went through a lode worth 10*l.* per fm., and which was 26 fms. long. The shaft, he thought, would be finished about the middle of July, when pitches and slopes would be set, and sink on the course of the lode; altogether, that part of the mine was very promising for ultimate success. He had never seen a shaft put down so quickly, or in a finer channel of ground. They were, he thought, about 200 fms. distant from the Calstock Consols lode, in which mine rich courses of ore were being discovered.

The SECRETARY, in answer to a question from Mr. Stewart, could not estimate the quantity of ore that would be returned during the ensuing three months, as it depended entirely upon the development of the shaft. With respect to the accounts, he might be permitted to state that the committee had met the previous day, and had recommended that a call of 2*s.* per share should be made, which it was thought would be ample to carry on the mine till the next meeting. The arrears of call amounted to 500*l.*, about 100*l.* of which was upon 100 shares, the holder of which was deceased, and his estate had not yet been administered to. With reference to the arrears generally, however, there was little doubt but that the whole would be collected.

The CHAIRMAN estimated that the ensuing three months' cost would be about 700*l.* The engine and the eastern part of the mine had been stopped. There would be a shaft down from the adit in about two months, when they would be enabled to sink on the course of the lode, but long before that time ore would be taken away. The engine had been stopped until the shaft was communicated with the adit, as it was useless to continue the working of the engine merely to prove one point. The report he considered very satisfactory, as promising for the future.

The accounts were passed and allowed, and the report approved.

A call of 2*s.* per share was then made, payable on June 16.

It was then resolved that unless the arrears of call be paid by June 16, the names of the holders be handed over to the merchants; and that the company's meetings in future be held quarterly.

The SECRETARY, in referring to the pending question between Wheal Edward and Wheal Arthur with regard to the draining of the former, said that, after the conditions of the contract had been fully discussed, the Wheal Edward committee had declined to accept the resolution upon the conditions proposed by the Wheal Arthur committee. He complained that the former had committed an act of trespass, inasmuch as they had, without the legal cognizance of Wheal Arthur committee, taken such steps as to cause the water to flow from their mine into that of Wheal Arthur, and had placed laundries in Wheal Arthur adit.

The CHAIRMAN said, that from the fact of the Wheal Edward company having entered Wheal Arthur an act of wilful trespass had been committed. The Wheal Edward had offered to pay 5*l.* per month for the convenience, whereas the conditions agreed upon by the Wheal Arthur committee were that a sum of 10*l.* per month should be paid; and an objection had also been raised upon the point of consulting the Duchy upon the matter. The trespass committed, according to the opinion of the solicitor, was actionable. He (the Chairman) had no doubt, however, that were the committee authorised to act as they deemed most advisable for the company's interests, the matter would be satisfactorily adjusted.

After some conversation, it was resolved that the subject be left to the discretion of the committee, for them to adopt the best plan, and the most convenient arrangement for the benefit of the company, without going to much litigation.

The committee were re-elected, with thanks for past services. The auditors were also re-elected. A vote of thanks to the Chairman terminated the proceedings.

##### GAWTON COPPER MINING COMPANY.

A general meeting of shareholders was held at the company's offices, Austinfriars, on Monday, Mr. J. E. MATTHEW in the chair.

Mr. EDWARD KING (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed. The accounts showed:—

Call .....	£300 0 0
Copper ore sold .....	433 12 0
Mundic .....	29 8 0 = £763 0 0
Balance last audit .....	£ 54 3 9
Mine cost, merchants' bills, &c., February .....	179 3 7
" " " March .....	192 3 0
" " " April .....	175 19 6 = 601 9 10

Leaving balance, credit.....£161 10 2

The agent's report, dated May 21, was then read, as follows:—

Since last quarterly general meeting the 50 fm. level east has been driven 15 fms. on the course of the lode, and is extended at a distance of 67 fms. from the engine-shaft, the lode now being about 3 ft. wide, composed of mundic, kilaas, and elvan. Nothing of any importance has yet been discovered in this level; and from the present appearance of the end no change is likely to take place until the cross-cores are intersected, which can only be a few fms. ahead, if they continue their regular underlie as marked on the plan. The 50 west is driven 82 fms. from the engine-shaft, and is now 25 fms. west of the rise; from this point, on the present end, the lode has been very promising, and we have opened a little ore ground; at present it is about 2 ft. wide, will yield 1 ton of copper ore per fm., and looks promising for a further improvement, as it is still letting out a great deal of water, and the ground of a congenial character for the production of copper ore. I think it would be advisable, after this level is extended a little further west, that a cross-cut be driven south in order to intersect the south lode, as it is evident from a recent examination that these lodes are converging as they go west; therefore the distance would not be great. The lode in the 36 is very large, from 4 to 5 ft. wide, and producing saving work, and assumes a similar appearance to the lode in the 50 west. The lode in the 36 still continues very large, worth 10*l.* per fm. I estimate the cost for the next three months at about 500*l.*, including stores, dues, &c.; and from present appearances may calculate sampling 50 tons of ore bi-monthly until further discoveries be met with.—JNO. GILL.

Mr. T. FULLER stated that



returns of the sales, together with the assets for the same period, would appear on the balance-sheet.

Mr. F. WATSON returned in the view of the Chairman, for now the balance-sheet showed four months' returns against three months' cost, and three months' returns against four months' cost.

It was then unanimously resolved that in future the company's general meetings be held once in four months instead of quarterly, as at present.

The SECRETARY stated, that upon examining the operations of the last twelve months he found that during that time the 50 east and west had been driven 100 fathoms; and though the lode had laid open a small quantity of ore ground, until within the last three months the end had not really been of much value. They were now pushing on the 36 west and the 50 west, and he was glad to say that in both places compensative results would, he thought, be shortly realised. From the nature and character of the ground about the lode in these ends, he was inclined to believe that a good course of ore would be met with. The south lode, from its bearing, he thought, form a junction with the lode at present being worked upon in about 25 fms. west of the present end. Taking this point into consideration, and the present appearance of the ends, only one result could be anticipated—which was a lasting course of ore. The loss on the four months' operations would not exceed 2000*l.*, therefore a small call of 1*s.* per share would be sufficient. That financial arrangement was, of course, made upon the present appearance of the mine; and should any improvement take place, no further call at their next meeting would be required. At the present time there was a credit balance of about 1600*l.*, and the prospects of the mine had greatly improved during the last two months. The last sale of ore, the returns of two months, realised at the present standard 2800*l.*, and the monthly cost did not exceed 1600*l.*; and it was fully expected that the costs for the ensuing four months would be materially lessened.

The CHAIRMAN considered the financial position and future prospects of the mine good, and could not but think that the price at which the shares were selling was ridiculously low. The mine was divided into 4000 shares; and his broker that morning had informed him they were offering at 10*s.* per share. Surely mining speculators had overlooked this mine. A call of 1*s.* per share was made, payable in 14 days.

The SECRETARY stated that there were 1244 shares in arrears of call, amounting to 99*l.* 6*s.* The committee had prepared a resolution, which, if it met the views of shareholders, would, he thought, be the means of not only strengthening the hands of the committee, but likewise benefit the company. The resolution was to the effect that the 1244 shares in arrears of call are hereby forfeited, the committee being empowered to restore such shares, provided the arrears be paid within 14 days.

The resolution, being seconded, was put and carried unanimously.

The committee was re-elected. A vote of thanks to the Chairman being unanimously accorded, the proceedings terminated.

#### WEST CARADON MINING COMPANY.

A meeting of shareholders was held at the company's offices, Adam's-court, on Thursday, Mr. A. HARRIS in the chair.

Mr. DUNFORD (the secretary) read the notice convening the meeting.

Copper ore sold.....	£5202 9 8
Carriage paid by purchasers.....	136 15 8
Sundries.....	59 18 9=£5399 4 1
Mine cost, Jan. and Feb.....	£3156 14 1
Merchants' bills.....	867 5
Lord's dues.....	336 14 1
Discount and stamps.....	4 15 10
East Wheel Agar, for ore included in sale, per cent.....	23 9 9=4388 18 11

Balance (profit upon two months' working).....£1010 5 2

The balance of assets over liabilities was 3048*l.*

Capt. FRANCIS PRYOR (the manager) then read the following report:—

The engine-shaft is now completed to the 155—that is, by casing and dividing it down, fixing a drawing-lift, and changing all pitwork required, and replaced the same with new; the former has rather impeded our progress in driving. We have about 3 fms. more to drive to reach the cross-course, after which the ground is much easier. The winze referred to in our last, which was to be sunk in the cross-cut for ventilation, is now down to the 155; on reaching this we shall have good ventilation. We shall at once commence to drive from the bottom of the winze to meet the cross-cut just referred to; although this will be attended with a little extra expense, it will be much more than met by the saving of time, &c.—Menadue Lode: With a view to confirm our opinion as regards the bottom of the mine, as well as to guide us in other respects, we have sunk a winze from the 140, which is down 11 fathoms, and the whole distance through good ore ground. We are now prevented from sinking further in consequence of the water. We would here remark, the very bottom of this winze presents good appearances, and will produce 2 tons of ore per fathom; this speaks well for the 155 from the present appearance we are induced to believe it will continue good home to this point. We think it right to say we have still 160 fathoms on the run of this lode in this level to our boundary. The rise in the back of this level, and 18 fathoms behind the end, is about 6 fathoms; lode now north, and has been for all the distance, full 35*l.* per fathom. No. 10, east of the rise, and within 28 fathoms of the end, is driven 5 fathoms, now north, and for all the distance driven, full 40*l.* per fathom. No. 1 stope, in the back of the 17, is worth 40*l.* per fathom; No. 2, full 30*l.* per fathom; No. 3, worth 30*l.* per fathom. We shall set a winze to sink in the bottom of the 17 at our next setting in a course of one month; at this point we are not sinking any more. I mention this for the guidance of those who may not have seen our former reports, that we have no stope within 30 fathoms of the end, and the whole distance referred to has been driven through a course of ore with no level over it, the same being in whole ground to surface. The 17 west, on Gilpin's lode, is 2 feet wide, and ore throughout. After we have driven a little further we shall be in a position to set tribute pits. The 27, on the same lode, is producing good stones of ore, but not sufficient to value. About 100 fms. west of our operations we are sinking from surface on the course of two lodes, down about 6 fathoms each, presenting such appearances as will induce any practical miner to expect a shallow course of ore; should this be the result, in our opinion, we shall have a new mine altogether.—Joe's Lode: We have completed the winze from the 80 to the 104 fm. level, which has been sunk through valuable ore ground. We are now driving in the 90 and intermediate level; the end east is worth 30*l.* per fathom, and the end west is in the cross-course. We have several other levels driving on other lodes, and hope at no distant period to report of the same success as those before referred to. Our tribute pits are looking well, and our next sampling will be 320 tons of good ore. In conclusion, we have much pleasure in saying, notwithstanding the profits made and the monthly increase of our samplings, we are discovering much more ore than we are taking away. We have employed these mines 448 persons.

Capt. F. PRYOR, in answer to questions, stated that at the present time there were several levels being driven on Vivian's lode, but were not much to value. He congratulated the proprietors upon the present aspect of the mine, which was opening in a very satisfactory and prosperous way; and the profits for the next two months might be safely estimated at about 1600*l.*. The returns could be increased whenever it was thought proper.

Mr. BIRDSEY was glad that Capt. Pryor had made known the present position and future prospects of their mine in such a satisfactory manner, as that would nullify the erroneous reports which had been circulated with a view to damage their property.

The report and accounts were then read, and the following was the result:—The CHAIRMAN said that the profits upon the last two months' working amounted to 1010*l.*, which justified the committee in declaring a dividend at the rate of 2*s.* per share. A dividend of 2*s.* per share was then declared.

The CHAIRMAN said it was a most gratifying fact that, while the dividends were periodically declared, the reserves were increasing very considerably, extensive discoveries were being made, a good balance kept at the bankers, and their position as a respectable company maintained.

Capt. PRYOR, in answer to a question, replied that the next sale of ore, he estimated, would realise about 3000*l.*

The CHAIRMAN said, in consequence of a member of the committee having removed into the country, his resignation had been tendered.

The SECRETARY then read a letter from Mr. W. Young, submitting his resignation, and thanking the proprietors for the confidence they had so long reposed in him as one of their representatives.

The CHAIRMAN testified to the efficiency and ability Mr. Young had evinced in the discharge of his duties, and he (the Chairman) could not but express his sorrow at losing so valuable an auxiliary to their management, he having for a long time acted gratuitously as secretary to that body. It was, however, for the shareholders to consider whether, with the efficient and able services of their secretary, the present committee, four in number, were not sufficient to efficiently discharge the duties and manage the company's affairs; that, however, was a matter which rested entirely with the shareholders.

Mr. HADDO, one of the committee, could bear testimony to the uniformly efficient conduct of Mr. Young during the time he was a member of the committee.

Mr. ELLIS said that he thought it unnecessary to add to the present committee, who acted so harmoniously together, and so ably conducted the company's affairs.

A unanimous vote of thanks was then accorded to Mr. Young for past services, and the vacancy was not filled up.

Mr. HADDO, referring to the East Wheel Agar shares, said a large proportion had been taken by the West Caradon holders. He believed it was necessary to consider what plan could be adopted with regard to the future workings of this mine. The present reports were unsatisfactory, and it was probable that a different plan of working would have to be adopted to that hitherto pursued.

Mr. MCNEA said, from the reports it appeared that they were really about to recommence the working of East Wheel Agar. Already 2000*l.* had been expended upon Wheel Agar, which, perhaps, would only be a waste of the money for its development, and therefore he had neither accepted nor rejected the proposition, because he thought that meeting some information would be given upon the matter.

Capt. PRYOR said that the ground which had been opened had proved to be a decided failure; but further west 150 fms. there were several lodes which ought to be tried. By putting down a shaft, and opening up those lodes, there was a great chance of success; it was in a good channel of ground, and in a good cross-course. He had that opinion of the mine—that if any holder of its shares were willing to relinquish, he would take them up. He recommended continuing the present level to the cross-course, and then nothing satisfactory were discovered that part of the mine should be forthwith stopped. In that case he should recommend confining their operations to the western part of the set.

An outlay of 2000*l.* judiciously expended would, he thought, be ample to give it a fair trial; the period which would be occupied in sinking the shaft would be between three and four months.

The CHAIRMAN said the position of the mine was favorable, and was originally purchased by the West Caradon proprietors in self-defence; but now he thought it should stand upon its merits.

Mr. HADDO said that many shareholders coincided in the view of the committee with regard to Wheel Agar; and, therefore, the mode recommended by Capt. Pryor to develop the mine should be carried out henceforth.

Mr. MCNEA said that the efforts of the committee, together with their agents, had been crowned with great success, inasmuch as they had brought that mine into its present position from a very low state, and when he saw so much integrity before him as was known to exist in their Chairman and committee, the more he was convinced that substantial success would be obtained, and he was sure no unfilled promises would be made, and untruthful reports circulated, so long as the gentlemen then presiding continued to occupy the positions supplied by the present committee.

A cordial vote of thanks was then unanimously accorded to Captain F. Pryor for the great ability displayed in bringing West Caradon into its present position.

After a few apologetic remarks from Capt. PRYOR, responding to the compliment, and unanimous votes of thanks to the Chairman, committee, and secretary being passed, the proceedings terminated.

#### WEST PAR CONSOLS MINING COMPANY.

A special general meeting of adventurers was held at the offices of the company, 117, Bishopsgate-street, on Tuesday.—Mr. NORFOLK in the chair.

Mr. J. H. MURCHISON (the secretary) read the notice convening the meeting, and stated that their principal business was to resolve some forfeited shares upon which the calls due had been tendered, but not within the time required by a former resolution of a general meeting, and likewise to appoint a committee of management, composed of gentlemen whose other duties did not prevent them attending to the business of the company.

Mr. G. B. HARRISON remarked that he had no objection to continue on the committee, provided gentlemen were appointed to act with him who would undertake to attend. He did not mind the labour, but he would not take upon himself the responsibility of performing duties in which the other members of the committee should take part. It was then resolved that Messrs. Samuel W. Daukes, George Berkeley Harrison, and Parke Pittar be elected, and declared to constitute the committee of management.

Mr. MURCHISON said that at the meeting on Oct. 26 last a resolution was passed for forfeiting certain shares, but those shares were to be restored provided the arrears were paid within 21 days of the date of meeting. This was not done, but the amount due was tendered after the time fixed had expired, and although it was received, it had ever since stood as a liability in their books; it being considered that the fixed period having been exceeded the matter could only be dealt with by a special general meeting.

A SHAREHOLDER considered that as the company had had possession of the calls due on the shares in question for some time, it was but an act of justice to restore them, and it was then resolved that the arrears of calls due upon certain shares having been tendered the committee be empowered to restore the said shares.

Mr. HARRISON said he had received a letter from Mr. Daukes, which had been addressed to him by Capt. Webb, asking for an increase in his salary. At present he received 4*l.* 4*s.* per month, and now asked for an additional 2*s.* 2*d.*, which he did not think they could consider exorbitant. The present meeting had no power whatever to deal with the question, yet he thought it but right that some notice should be taken of the letter, and he would suggest that Mr. Murchison be instructed to acknowledge the receipt of the letter, and inform him of the fact, that the present being a special meeting they had no power to deal with it, and that it would be considered at the next general meeting. Thanks were then voted to the Chairman, and the meeting separated.

#### BON ACCORD MINING COMPANY.

The annual general meeting of the company was held at the London Tavern, Bishopsgate, on Monday, Mr. W. H. DICKSON in the chair.

Mr. C. GRAINGER (the secretary) read the notice convening the meeting; and the report, an abstract of which has already appeared in the *Mining Journal*, having been circulated amongst the shareholders previous to the meeting, was taken as read.

The CHAIRMAN said the report had gone so fully into their affairs generally that he had little to add to it, whilst the appendix gave details of the most simple description. Since the issuing of the report they had received further advice from the mining captain and from the committee of management in the colony to March 18. He would thank the meeting to say whether they would like the whole of the advice read, or simply such extracts as the directors considered most important. [It being the unanimous feeling of the meeting that extracts were preferable, he read the abstract of advice from the *Mining Journal* of last week.] He remarked that the information that they were getting word at 16*s.* to 17*s.* per ton was of the greatest importance; it would not only be a very great saving in the working of the engine, but he hoped they might infer that the Government restriction against the use of steam had been withdrawn. A new engine would be purchased in the colony at a less price than one could be sent out, so that a vast saving of time would be effected, and the mine developed as quickly as possible. The directors, committee of management, and mining captains were as sanguine as ever with regard to the value of the mine, although the small engine being so early over-taken by water had surprised them all. It was long the opinion of the miners and others about the Burra Burra that the Bon Accord would be drained by the Burra Burra, more especially as it kept all the wells in the neighbourhood dry; but this had not proved to be the case, and they could only account for it by supposing that some hard stratum kept the water back. This it was supposed might, perhaps, be copper, although, of course, they could not say it was, as a hard stratum of stone might have the same effect. The portable engine they sent out had worked very well, and, with the additional boiler, was continuing to work well up to the date of their last advice; but they must not rely upon that engine. Their mining captains and the committee at Adelaide expressed an opinion that they would shortly be in productive ground, as the workings proceeded in depth, and this opinion was fully borne out by those reported on the property before the company acquired it. Mr. Thos. Barr, who was long the head manager at the Burra, and who was the first to report on the Bon Accord, stated that all the courses of ground found in the Burra Burra traverse the Bon Accord. Capt. Dalley wrote to the same effect—all the Burra Burra lodes traverse the Bon Accord property. But both these experienced miners expressed the opinion that the ore would not be reached until the workings had been carried to a considerable depth.

A SHAREHOLDER enquired whether those gentlemen had an interest in the property, or whether they were shareholders wishing to sell?

Mr. GRAINGER said they had no interest whatever, and did not hold shares.

Mr. WARD asked whether the water was a serious matter as regards the prospects of the mine.

The CHAIRMAN said that every one connected with mining regarded water as quite the contrary—one of the most favourable indications they could have. The Burra Burra had always had to pump the water; and when the miners left the mine in search of gold in the sister colony it was completely filled; indeed, if they now left off pumping for a single day the water would gain upon them. He did not know that he had anything further to add; but would repeat that their opinion as to the productiveness of the mine was the same as when they first commenced. He then moved that the report of the directors be read and adopted.

A discussion upon the directors' remuneration followed; and the question was ultimately left in the hands of the directors. Mr. A. W. YOUNG, M.P., reminding the shareholders that they had already foregone nine months' salary to anticipate the wishes of the shareholders, although the company had only been in existence 2½ years.

Capt. HENRY asked how it was that the Burra Burra were desirous of selling their engine, when they still had to pump the water?

Mr. ELLER explained that it was because they were now more than 60 fms. deep; and as the engine which the Bon Accord proposed to buy was only adequate to 50 fms., the Burra Burra required a larger one.

Capt. HENRY would suggest, then, that it would be preferable for the Bon Accord to buy a larger engine at once.

Mr. WARD thought that the fact of the Burra Burra having found their ore, and the Bon Accord having to find theirs, made a great difference; and considered that for the present the engine offered would be ample.

Mr. ELLER quite agreed with Mr. Ward. They were offered an engine quite as large as they required for 2000*l.*, whilst an engine, such as the Burra Burra now requires, would be at least 3000*l.* and erected, erected, probably nearly 10,000*l.*—sum which it might at present be alike inconvenient and inexpedient for this company to expend; but when they had actually discovered the ore they could easily afford any expenditure which might be required for a larger engine.

The report was then unanimously received and adopted; Mr. J. D. de Vitre was appointed auditor in the room of Mr. Herring, retired; Messrs. W. H. Dickson and A. L. Elder were re-elected directors; and 10*l.* 10*s.* per annum each was voted to the auditors. A vote of thanks to the Chairman terminated the proceedings.

#### WHAT IS SAID AND DONE AT "THE CORNER."

The Mining Share Market has not been active during the week, but we consider an average amount of business has been transacted. The decline in the standard for copper ore may have had a tendency to depress the share market, but we have reason to hope that that depression will not be long, as we learn from good authority that any further fall is not anticipated.—West Caradon shares have advanced, in consequence of an improvement in the south part of the mine; the lode known as Menadue's has become very productive, and from present appearances likely to continue.—An improvement is reported in North Roskell, in the 142 and 152 fm. levels, the former being worth 40*l.* per fathom, and the latter 16*l.* to 20*l.*, with every probability of further improving.

North Downs is reported to have improved in several points, and a demand for the shares has taken place at 5½*l.*—East Gunnis Lake have also been in demand, in consequence of an improvement advised last week, and shares advanced from 1½*l.* to 3*l.*, but are now quiet at the latter price.—An enquiry took place on Saturday for Wheel Harriet, from advice received, and shares were in demand at 16*s.* to 18*s.*, but have since receded.

—East Russell declined to 7½*l.*; but an effort to rally the shares took place on Wednesday afternoon, and several transactions were effected at 9½*l.* to 10½*l.*; a decline, however, has since been done at 8½*l.* to 9½*l.*—From Trevel and Messer we have received the most favourable accounts; the discovery reported a few weeks since has not only maintained its position, but very considerably improved, and at present shows evidence of becoming a profitable and permanent mine. The shares have been considerably in demand at market prices.—Great Hewas continues to improve, and a great many shares have changed hands during the week at advancing prices.—Great Shaba has been sought for; no doubt from the proposed settlement of the several Chancery suits, which have for so long been pending, as well as the improvement which has taken place at Kelly Hole.

It is to be regretted that the litigious proceedings of one or two shareholders should have diverted this property being worked in that efficient manner which the prospects of the mine fully merit.—At Condourou, we learn that the engine-shaft has been completed to the 170, and recently a good tin lode was cut, which has very much improved in sinking; it is now from 3 to 4 ft. wide, and the probability is that it will make tin in depth. All the other parts of the mine are looking just the same as for the past 12 months.—Lady Bertha shares have received special attention during the week. In consequence of the parcel of ore sold on Thursday not realising the estimate placed upon it from the assays made, owing to the great decline in the standard, a slight reaction took place, but the shares maintained their position, depending entirely on the merits of the mine, as well as the financial statements presented at the meeting last Thursday.

We are given to understand that the lode in the 30 west is worth 15*l.* 70*s.* per fm., being 5 ft. wide, and worth from 7 to 8 tons per fm. In rising from the 30 to the 10 the winze gone down in the 20 east it appears that two distinct lodes exist; but until the communication is made it may be dangerous to make the assertion. Still there is evidence of a valuable discovery in the 30 east and west.

We learn the following from a correspondent in the locality of Helston:—Wheel Fortune is much improved on the Sittney Chancel level, but the outcome continues poor.—Great Work is not looking quite so well. They sold about 55 tons of tin this quarter, which is just sufficient to pay cost.—At Sittney Wheel Butler no alteration has taken place, nor indeed can much be expected, for there are only six men employed in the mine on the course of the lode. In the 80 there is a rich lode gone down, which is well defined, and about 2 ft. wide, and unless they sink under the 80 all the advantages of a good lode will be entirely lost.—New Wheel For and East Wheel Metal appear to be improving, good stones of tin being found in sinking the shaft during the last week on the great north lode. Penpraze and Wheel Brimble is looking very promising; the principal part of about 4 tons of tin were returned from this adventure last month, which looks well for a good mine, considering its shallowness.—East Wheel Lode is looking well throughout the mine, and leaving a good monthly profit on its returns. Shares are selling at Helston at 7½*l.* to 7½*l.*—Wheel Farsden is looking very well, and about paying cost.—Great Wheel For is very poor, and the sale of tin this month will be much less than any month before the last four years. A new mine, called Pengelly, in Sittney, recently started, is doing remarkably well; a pair of tributaries and the shallow adit endmen will raise sufficient tin to pay all the costs of this month.

However great the evils which exist in the Mining Market may be, we look upon especially as the most injurious that can possibly affect the interests of the property as well as the stability of the mine itself. We refer to secretaries of mines engaging in share dealing. We shall not this week enter so fully as intended into the subject, but will, as soon as prepared, exhibit facts so obvious that the shareholders can act for themselves. Although we should consider that a committee chosen by the shareholders, and

paid for their services, would have seen that a correct list of shareholders were presented at the late meeting, we are induced to make this notice, in consequence of the most extraordinary proceedings of a secretary in respect to share dealing,—but this is more anon.

Shares in the following mines have changed hands during the week:—West Caradon, 120, 125; North Roskell, 22, 23; Providence, 80, 85; East Russell, 195, 200; Trevel and Messer, 2½*l.*; Tolvalden, 8, 8½; Tamar Consols, 2, 2½; East Trevel, 5, 5½; North Downs, 10, 10½; Granbler and St. Aubyn, 60, 62½; Margaret, 70, 75; Wheel Mary Ann, 44½, 46; Lady Bertha, 23, 24, 24½, 25; Herodotus, 8, 8½; Wheel Grenville, 4, 4½; Trevel, 30, 31; St. Day United, 1½, 1½; East Gunnis Lake, 2½, 2½; East Russell, 8½, 9; South Caradon, 240, 245; Rosewarne United, 42, 44; West Seton, 390, 400; Catherine and Jane, 9*s.*, 10*s.*; Wheel Unity, 16*s.*, 17*s.* 6*d.*; Stray Park, 9½, 10½; Margery, 10, 10½; South Caradon Wheel Hooper, 8*s.*, 10*s.*; Great Hewas, 10*s.*, 11*s.* 6*d.*; Ludcott, 3, 3½; Great Wheel Shaba, 24, 25.

From Mr. JAMES CROFTS:—It is only recently that the Bank of England raised the rate of interest from 2½ to 4½ per cent., upon the supposition that the influx of gold would thereby be checked. The step may have produced the effect desired, and thus the aim of the Bank has been accomplished. But it happens that there are other causes in constant operation which may render the raising of the Bank rate unwise, and, viewed as a commercial or monetary question, injudicious; whilst the present state of the money market points to this inference as a sound one, the article having absolutely in the hands of bankers and discount brokers become inanimate, not to say for the time valueless, in consequence of its accumulation. Should the Bank raise over the present weekly sitting without disturbing the rate, it can only be to reduce it next week; and, in the meantime, the superabundance of unemployed capital is stimulating adventures in mines to a degree unknown at any former time, the business transacting ranging over every class of mines in good odour, but of dividends in particular; whilst the strong demand of every day increases their scarcity, and raises their market value. The interest taken in the progress of events occurring hourly in Italy only goes so far to watch the movements of the Cabinets of other large states not yet involved in the struggle, the vital and prospective question being whether or not England will be imperatively called upon to interfere, of which, however, at present there does not appear to the writer to be the most remote chance; and it is, therefore, to be hoped that public opinion in this country will tend to keep the question in its right place. Should the tactics now in course of adoption by Sardinia succeed in estranging the Italian portion of the Austrian dominions from their allegiance, the issue of the war can be no longer doubtful, as it will be impossible for the leading German power to fight successfully back and front; and even without having to keep their own country in order, the success of the campaign will be doubtful, whilst the sympathies of Europe are ranged entirely on the side of the allies.

The past week has been rather scanty of stirring news in mines and is in that respect unlike its predecessor. Some time since a list was given of upwards of 20 non-dividend concerns, in which a considerable advance was, sooner or later, predicted; and amongst them were Bryntall, North Roskell, Stray Park, Rosewarne United, Camborne Vean, Wheel Grenville, Drake Walls, and Crowdon, all of which, the writer remarks with pleasure, have not only sustained the opinion expressed upon their merits, but several have gone much beyond it. Of the rest, Levant, Ding Dong, Wheel Kitty (Laud), Wheel Reeth, Cook's Kitchen, North Granbler, North Croft, South Bassel, West Seton, Park, West Frances, Wheel Trevel, Clijah and Wentworth, and Wheel Seton, would maintain their position; whilst it cannot be said that a single mine out of the preceding enumeration has seriously retrograded in value, even if Stray Park be included, which from a low price of about 8*s.* to 10*s.* and are now again on the ascending scale, being buyers at 10½*s.* to 10½*s.*, and much in demand. To turn these details into a practical channel, we recommend all the shares in question to the study of the capitalist. Rosewarne and Herland shares have been in demand, and business done at 14*s.* Great Hewas much enquired for at 11*s.*, and, as before stated, this price scarcely represents the value of the materials on the mine. Catherine and Jane Consols are making great progress than even its most sanguine friends until lately could have anticipated, the great success being for lead in the deep adit; and the price will probably soon touch 10*s.* per share, which for a mine in only 7146 shares, and rapidly on the way to dividends, is a perfectly safe investment. St. Day United have somewhat given way in value, but depression, caused probably by the operations of the study of the capitalist. These are, however, have not only sustained the opinion expressed upon their merits, but several have gone much beyond it. 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## Mining Correspondence.

### BRITISH MINES.

**ABERDOVEY.**—The lode in the stope in the back of the 22, west of engine-shaft, looking well, and producing full 1½ tons of silver-lead ore per ton. The lode in the 22, east of engine-shaft, is much the same as last reported; the lode in the stope in the back of this level, west of engine-shaft, has been taken down, and will produce from 15 cwt. to 20 cwt. of ore per fathom. The lode in the 12, west of Bertram's shaft, is strong and kindly, but at present poor for lead. The bargains and surface works are now all filled with

**BRITISH MINES.**

I would remark here that this shaft is sunk perpendicular, and at the adit level

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There are some 25 boxes already at the station from Quebec. With reference to the various applications for long leases of ground for building purposes, I am of opinion, that the lands sooner or later will be very valuable, and that as in the vicinity of the mines we shall ultimately have a large and, I trust, flourishing village, it might be advisable to make a beginning by leasing half an acre, or one acre, to each applicant,

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passed through a lode about 12 feet wide; and now, at the depth of 9 fathoms below, it is sinking through another. Both lodes are discovered at the adit level, and according to the underlying of them I am of opinion that they will form a junction in going down, where no doubt a good deposit of ore will be met with.

**CARVATH UNITED.**—R. Hancock, May 25: In the 121 west the lode continues 4 ft. wide chiefly composed of muncie and crystallized iron. In the 70 west the ground is harder than usual; the lode is 1 foot wide, unproductive. Other parts are without alteration. We sampled yesterday 44 tons of tolerable good ore.

**CARVATH UNITED.**—R. Hancock, May 26: The engine-shaft is 9 fms. 4 ft. below the 50, and we hope to complete it to the 60 at the end of this week, then cut a plat at that level, which will take about a fortnight, and then drive on the course of the lode east and west. We have not been able to drive the 30 end since last report. The 40 end is looking just the same as for some time past. The stopes throughout the mine are looking well. We have put the new engine in the eastern mine, and it is working well. The shaftmen are now engaged in sinking the shaft below the adit on the course of the lode. I have been down to-day and broke some stones, which will produce 1000 of black tin to 100 sacks. The lode is large, and has a very promising appearance. All the surface operations are going on satisfactorily.

**CATHERINE AND JANE CONSOLS.**—R. Harry, May 25: The lode in the deep adit end is 18 in. wide, of a very promising character, being composed of soft spar, carbonate of lime, blende, and lead, of the latter producing about 6 cwts. per fathom. In No. 6 winze, sinking below the middle adit, the lode is 1 ft. wide, producing at present 3 cwts. of ore per fathom. The stopes north-west of No. 5 winze are yielding 8 cwts. per fathom, and presenting a promising appearance. In the stopes south-east of the said winze the lode is not so productive when last reported, worth at present 5 cwts. of ore per fathom. The stopes south-east of No. 4 winze are suspended for a time, and the men placed in the shallow adit level to drive a cross-cut north, for the purpose of intersecting the north part of the lode, and which we expect to reach in eight or ten days from this date. The stopes in back of the middle adit level are a little improved, now worth 7 cwts. of good ore per fathom. We have commenced costaining operations in the eastern ground. In our dressing department we are proceeding with the dressing of another parcel of lead ore as fast as we possibly can.

**CENTRAL MINERA.**—Captain Dunn, May 26: Edgworth's shaft is now sunk about 55 yards in depth, the last 15 yards of it through a good course of ore; we have cut a lode from the bottom of the shaft, and we find the lode there about 4 yards wide, producing good ore throughout, worth at present 1 to 5 cwts. each. We are now timbering, casing, and dividing the shaft, and shall commence driving on Monday to intersect the north lode, where we anticipate making another good discovery of lead ore. We are sinking a winze on the north lode in the 40 yard level, and are down about 6 yards; the lode producing large lumps of ore. Our intention is to sink this winze to the 55 yard level so as to communicate air from the level on the north lode to Edgworth's shaft; we can then sink on the shaft of the 70, to cut the large course of ore gone back under the shaft, which was discovered about seven years since at Pugh's shaft, 100 yards further west, by the former company; but having little water at the time and no machinery, they were prevented then from sinking deeper after it. Now, however, the Minera Mines and the levels of Union Minera. Mine effectually drain Central Minera to a very considerable depth. We are busily engaged in cutting leads to bring in water to the dressing-floors, and when we have the water we can very soon sell a large pile of good ore.

**CHOLLACOTT CONSOLS.**—J. Carpenter, May 26: There is no perceptible alteration in the character or size of the lode since my last communication; it makes patches and stones of lead on the north wall, with water proceeding from the north side; this, no doubt, is coming from the cauter, as that is the direction we shall intersect it first; the angle of bearing is 38° south of east, and the lode we are driving on is 10° south of east, being about the run of most of the productive lodes in this locality.

**COLLACOMBE.**—S. Mitchell, May 24: During the last week the sinking of Morris's engine-shaft below the 84 has progressed favourably. The lode in the 84 west has improved. There is no alteration in any other part of the mine.

**CUMBERLAND BLACK LEAD.**—John Dixon, May 26: The winze below Gilbert's level is down 21 fms. by the side of Haddock's pipe; we are preparing to cut into it, and expect to find it rich. In Robson's level a rise is being put up to meet the pipe coming down, which will at once lay open a valuable piece of ground, and save the expense of laying down a tramway in Gilbert's level. The trial at the old men's stage is proceeding well. White's pipe is about 6 fms. below us, where we expect to find a valuable deposit of black lead. The adit is driving by four men towards the silver-lead lode; it having gone down more perpendicular—a good sign—we have 4 fms. to cut it, but it will be 6 fms. deeper than expected; the men are sanguine of cutting a rich lode.

**Richard Kaine,** May 24: I consider it better to put up a rise from Robson's level the whole way; it will cost not half the expense, and with an arrangement of air-pipes it will be done. The lead lode is more south than expected, but will be cut in 4 or 5 fms. I have been through Farry's and old men's stages, and believe we are right in our workings. We sent you the cask of pure lead as directed. Do you intend to divide the remaining shares to the present holders? You may as well do so, as we shall never spend the capital already subscribed.

**DENHAM BRIDGE.**—J. Hambly, May 25: I have just been underground; the lode is still improving slowly. The branch on the north lode is now 1 foot wide—saving work, but not rich. I think another 6 feet will make a great improvement. The whole of the lode is 4 feet wide, spotted with ore.

**DEVON GREAT ELIZABETH.**—Allen's engine-shaft still progresses satisfactorily, and we have much pleasure in informing you that in the end driving east from the shaft we have now a leader coming in on the footwall about 3 in. wide, of beautiful yellow copper ore; and we feel convinced from the appearance of this and the other parts of the lode, that we shall have in a short time a good lode. All the ore that will pay for dressing by manual labour is intended to be got to Totnes by Thursday next. All our machinery is working well.

**DEVON AND CORNWALL UNITED.**—T. Neill, May 24: There is no alteration to report on the lode in Bastard's level. In the winze sinking below the midway level the lode is worth 5 tons of ore per fathom. In the two stopes in back of this level the lode is 12 ft. wide, producing from 7 to 8 tons of ore per fathom. In the midway level, driving east, the lode has a very promising appearance, and in very favourable ground for driving. The lode in the adit level west, at William and Mary, still continues very promising, and I have no doubt from its general appearance that it will soon improve. In the rise in the back of this level the lode is 4 ft. wide, and worth 4 tons of ore per fathom. In the stopes east of rise the lode is worth 2 tons of ore per fathom. We are progressing in sinking the new engine-shaft as fast as possible.

**DEVON AND COURTENAY.**—T. Bawden, May 26: The lode in the 100 east is about 2½ ft. wide, composed of capel, fluor-spar, and muncie, and spotted throughout with copper ore; the lode in the 100 west is at present poor; the lode in the rise in the back of this level will turn out about 1½ ton of ore per fathom. The lode in the pitch in the back of the 80 will turn out 1½ ton of ore per fathom.

**DEVON NEW COPPER (Ashburton).**—P. Hawke, May 16: The killas and floors of mineralised capels in the engine-shaft certainly characterise with the stratification in the best and most approved mining districts. Our progress in clearing and securing the cross-cut in the 46 to the great north lode is not so satisfactory as I could wish. We have succeeded in clearing 11 fms. 3 ft. north from engine-shaft, at which extremity I was not a little surprised to find the floccan part had been cut into without being secured with timber to keep the level open—consequently, the water has caused the floccan to tear out a large piece of ground which overhangs the floccan that overlies the lode. I have procured, notwithstanding with difficulty, some specimens of ore from the lode, which bid fair for the future; the stones are composed of beautiful prismatic and green oxides, with a portion of black, grey, and native copper. The large blocks of ore from the 25, or new south lode, and also pieces of what has been taken from the great north lode in the 46, are in course of being packed with stones of killas and capels from the bottom of the engine-shaft, which will be found to contain muncie and spots of yellow copper ore.

May 25: Our progress in sinking the engine-shaft is as satisfactory as my former reports have announced; the shaft is already sunk 3 fms. below the 46, and the character of the stratum is quite congenial for the production of copper, its composition is of a light blue killas, studded or impregnated with muncie, and spots of yellow copper ore. Our progress in the north cross-cut in the 46 has been much impeded in consequence of the great crush of ground there. We shall after to-day be getting away from ground that requires to be timbered, and operations will be commenced in cutting through the lode.

**DEVON WHEEL BULLER.**—F. Bennett, May 25: There is no important change to report since my last.

**DEVON WHEEL UNION.**—Thos. Dunn, May 25: The adit level is driven about 150 fms.; in driving this level we cut two lodes running east and west, and one north and south, also three elvan courses running nearly parallel with the east and west lodes; these courses are from 15 to 20 fms. wide. We have sunk a new engine-shaft 17 fms., and driven east and west, and on the course of a very fine lode, which varied from 2 to 3 ft. in width, and contains copper ore producing from 30 to 50 per cent., and I think when we have sunk another 12 fms., we shall have a good course of copper ore. The sinking of the shaft is suspended until we have cleared out the old engine-shaft, which is about 40 fms. deep; when this is accomplished I expect we shall be enabled to resume sinking the new shaft, with but little obstruction from water. Our machinery and buildings are now nearly completed; the former is of sufficient power to enable us to develop the mine to 150 fms. in depth, and consists of a very powerful water-wheel of 40 ft. in diameter, with 11 ft. of water, a smaller wheel for drawing, two large capstan and shears, and 13 in. capstan ropes, two lifts of 14 and one of 20 in. pumps. The buildings are a count-house, carpenter's, and smith's shops, material, pump, and powder houses, &c. Nothing is now wanted but a little more perseverance, and we must soon have a good mine.

**DRAKE WALLS.**—T. Gregory, May 25: The branches in the 102, east of Betteley's shaft, are producing a little tin; the ground being hard is slow for progress. The branches in the 92, east of Matthew's shaft, are producing good work. In the 80 east the branches are disordered with some hard floors of capel, which we regard as a temporary change only. The branches in the 70 east are producing a little tin. We are making good progress in sinking Matthew's shaft below the 92; in squaring down the same we have laid open a good branch of tin in the east side of the shaft, which looks promising for the 102, a point we expect to reach in about a fortnight from this date. The north lode is becoming more settled and better defined as we leave the cross-cut, and contains more quartz, with muncie, and a little copper ore. We have erected the whim on Bayley's shaft, which has enabled the men to resume sinking again. We are of opinion the water has somewhat abated since the fine weather set in. The machinery for stripping and dressing will be forced on as fast as we possibly can on the removal of the necessary ground to admit of the erections thereon.

**EAGLEBROOK.**—H. Tyack, May 21: The men in the 10 have been engaged in driving west, on the north wall of the lode, we intend to drive about 3 fms., and then take down the lode. By the end of next week we shall again commence cutting down the lode. The cross-cut driving north in this level, about 40 fms. west of the shaft, is driven 6 feet, spotted with lead and copper throughout; we have yet about 5 feet to drive to reach the clay-slate. The cross-cut in the 20 west is driven 7 feet north, and I hope we have cut through the hard horse of ground. To-day we have cut branches of white spar and some gossan, much the same as a part of the north lode in the 10, and the ground is much altered, and easier for driving. We hope to cut through the north lode in ten days or a fortnight, if not hindered by want of water; the pond is now very low, and the water will be all out in a few days, if we do not have a change in the weather. We have 9 tons of copper, which I intend sampling on Monday, and we have 4 or 5 tons of lead on surface in course of dressing.

**EAST BERTHA CONSOLS.**—W. Goss, May 25: The lode in the western shaft, near the boundary of Lady Bertha, is presenting all the indications for a course of ore. It is precisely the same we had in Lady Bertha before cutting the ore. It is the opinion of all practical mining men that this will be the best mine in the district. The engine will be on the mine in a few days, and everything is progressing satisfactorily.

**EAST CARN BREA.**—T. Glanville, May 21: Tutwork Setting: The engine-shaft to sink under the 26, by nine men, at 30 ft. per fathom; the lode is 3 ft. wide, composed of spar and copper ore, but not enough of the latter to value. The 26 to drive west of the engine-shaft, by four men, at 8 ft. per fathom; the lode is 18 in. wide, yielding stones of ore. The 26 to drive east of the engine-shaft, by six men, at 7 ft. per fathom; the lode is 2 ft.

wide, yielding stones of ore. The 26 cross-cut to drive south of the engine-shaft, by six men, at 9 ft. per fathom.

May 25: We have sampled to-day 16 tons of copper ore.

**EAST CRINCH.**—J. Dale, J. Tredinnick, May 24: There is nothing new in the 100 end, east of Smith's shaft; the stopes in this level have improved during the past week, and will now produce on an average 1½ ton of ore per fathom, and plenty of muncie. The west stopes in the back of the 112 west will yield 1½ ton of ore per fathom. The middle stopes will produce 1 ton of ore per fathom. The stopes west from the eastern winze will produce 2½ tons of ore per fathom, and the stopes east from footway winze will produce 3 tons of ore per fathom. The lode in the 112 end east will produce 3 tons of ore per fathom. During the week we have cut a cross-course in the 112 cross-cut north; we think it now best to drive on the cross-cut, to intersect the lode north of the cross-course by adjoining small cut them from 80 to 90 fms. further east than they have been seen in this part of the mine, and where we anticipate meeting with ore ground. We are pushing on the 125 cross-cut with all possible speed, in order to reach the ore ground as soon as possible.

**EAST GUNNLSLAKE AND SOUTH BEDFORD.**—J. Phillips, May 24: The lode in the 75 west is 4 ft. wide, and worth 1½ ton of ore per fathom; the stopes in the back of the same level are worth 2½ tons per fathom. The lode in the 62 west is 2 ft. wide, composed of spar and a little ore. The stopes in the back of the 40 west are worth 2 tons of ore per fathom. The lode in the 36 end is greatly improved, being now 4 ft. wide, and worth 1 ton, or 40 ft. per fathom; this is the farthest point seen east, and will leave 26 fms. of back. The lode in the 26 end is 2 ft. wide, saving work.

**EAST ROSEWARNE.**—J. James, May 21: In the 43 cross-cut the ground is favourable for driving, and unless the lode has a greater underlay than can be seen in the 22 we must be very near cutting it. At Hallett's shaft, sinking below the 22 (now down 7 fms.), the lode has improved during the week, and is from 1 to 16 in. wide, yielding 2 tons of copper ore per fathom; this is a good feature, as the 43 cross-cut will intersect the lode near this point. In the 22 end east the lode is 6 in. wide, stones of ore. In Scaddan's winze, below the 22, the lode is 8 in. wide, tribute ground. We have suspended the 22 north on the cauter lode for a short time, and put the men at Hallett's shaft to work, as we have water to draw, and wish to sink it with all possible speed. No other change to report.

**EAST PROVIDENCE.**—W. Hollow, T. Uren, May 24: Harvey's shaft is sunk 5 fms. below the 10. We expect in about seven weeks from this date it will be down to a 20 ft. level; the ground about this shaft is highly mineralised, and we expect good deposits of tin at a depth. We are driving the 10 west from this shaft; the lode here is large, from 2 to 3 ft. wide, and composed of spar and capel, but poor at present. Poole's shaft is sunk 3 fms. below the 20; the lode is 12 in. wide, producing occasionally stones of copper ore, and letting out a quantity of water. We are driving the 20 west from this shaft; the lode in this end is 15 in. wide, yielding a little grey and black copper ore, but nothing to value. All other places much the same as last reported.

**EAST TREFUSIS.**—J. Pope, May 25: The engine-shaft is below the 34 about 5 fms. The lode 2½ feet wide, yielding stones of copper ore. No change in the 34 cross-cut since my last communication. In the 22, west of engine-shaft, the lode is from 2½ to 3 feet wide, composed of spar and a little ore. In the 22, east of engine-shaft, the lode is 2 ft. wide, unproductive. In the adit level, east of engine-shaft, the lode is 20 inches wide, composed of gossan and spar.

**EAST WHEAL FALMOUTH.**—W. Hancock, May 24: The lode in the 40, west of the engine-shaft, is a little improved in size, composed of muncie and good stones of silver-lead, but not enough of the latter to value. There is no change of importance in any other part of the mine. We sampled on Saturday last (computed) 35 tons of best silver-lead, and 6 tons of seconds, and yesterday commenced dressing for another parcel.

**EAST WHEAL ROBERT.**—E. Collom, May 23: The ground in the rise is at present very hard, but in the shaft it is still fair, and the men continue to get on briskly. The present dry weather is very favourable for sinking. The ground in Jenkins's cross-cut, which was of an evanescent nature, has lately assumed more the character of a capel, which is passing the north wall of the lode. I think it would be well to inform the shareholders, for their safety, that we are expecting to cut something here.

May 25: The character of the south lode, to the west of the main cross-cut, so far as we have gone, is large, defined, composed of floccan, gossan, aples of capel, peach, prismatic, muncie, and spots of ore; on the whole very kindly. The ground in Jenkins's cross-cut is still a capel, which contains beautiful spots of ore. What may be on the other side we cannot yet say. The end is rather wet, though not profusely so, the ground being rather hard, and the country being already pretty well drained by the intersection of lodes, cross-lodes, elvan, &c. The ground in the rise is still rather hard; in the shaft, too, it is now much closer than it was; nothing to be brought without powder.

**EAST WHEAL RUSSELL.**—John Goldsworthy, May 21: We have cut the junction in the 88 ft. level east; the lode is composed of soft spar, peach, prismatic, capel, with a little ore. The lode in the 230 is 2 ft. wide, and worth 1½ ton of ore per fathom. The lode in the 230 is 2 ft. wide, and worth 1½ ton of ore per fathom. The lode in the 230 is 2 ft. wide, and worth 1½ ton of ore per fathom.

**J. Richards,** May 26: Hitchen's Engine-shaft: In the 100 east the part of the lode carried is a mixture of capel, iron, killas, and quartz. In the 88 cross-cut north some branches have been intersected which have much the appearance of the lode split up, a few feet more driving will prove it; in the 88 east, on the south part of the north lode, the lode is 4 feet wide, composed of peach, quartz, capel, muncie, and ore, worth ½ ton per fathom, and is exceedingly promising; but the junction, although the present end has something the appearance of the lode, is not yet reached. In the 66 east, driving west of the junction on the north part of the lode, the lode yields good stones of ore occasionally; the lode in the stopes in back of the 66, west of the junction, is worth 1½ ton of ore per fathom. Homersham's shaft is in regular course of sinking in good ground to the south of the lode, and is now down about 10 fms. below the 88—Homersham's Shaft: In the 78 east the lode is unproductive.

**EXMOUTH.**—W. Skewitt, J. Rodda, J. Nicholls, May 25: The lode in the 60 north is large, and is now yielding a small quantity of lead ore. In the 50 north the lode is disordered and poor; this, we calculate, will be of short duration; the lode in the level above is in the same state at this point. The 50, south of Courtis's lode, is worth 1½ ton of lead ore per fathom. The 50, north of Porter's cross-cut, on the barytes lode, is yielding saving work for lead. All other branches are without change to notice. The pitches and other operations are progressing favourably.

**FOWEY CONSOLS.**—P. Rich, C. Merratt, S. Sampson, May 23: The lode in the 260, east of Bottrill's shaft, on Trathan's lode, is 5 feet wide, and will yield 4 tons of ore per fathom, worth 9 ft. per ton. The lode in the 250 is 8 feet wide, and will yield 4 tons of ore per fathom, worth 8 ft. per ton. The lode in the 240 is 1½ foot wide, and will yield 1 ton of ore per fathom. The 230 and 180 are poor. The 260 east, on Bottrill's lode, is 4 feet wide, and will yield 4 tons of ore per fathom, worth 8 ft. per ton. The lode in the 240 is 2 ft. 6 in. wide, and will yield 2½ tons of ore per fathom, worth 8 ft. per ton. The lode in the winze sinking under the 240 is 3 feet wide, and will yield 2½ tons of ore per fathom, worth 9 ft. per ton. The lode in the 230 is 3 feet wide, producing work for the stamps. The 170 east, on Ann's lode, is 1½ feet wide, and will yield 1½ ton of ore per fathom. The lode in the 180 and 170 west, on Hewitt's lode, is poor; and the lode in the winze sinking under the 180 is also poor. The lode in the 100, east of Cock's shaft, on John's lode, is 5 feet wide, producing saving work. The lode in the 90 east will yield 1½ ton of ore per fathom. The lode in the 90 west will yield 1½ ton of ore per fathom. The lode in the 80 east at present is poor. The lode in the 80 west will yield about 1 ton of ore per fathom. The lode in the adit west, north of Carrogat shaft, is 3 feet wide, containing spots of ore, but not sufficiently to value. The lode in the adit west, in Foster's Wood, is 2 feet wide, and has a kindly appearance. The other pitches and bargains are much the same as last reported.

**FRANK MILLS.**—J. P. Nicholls, J. Cornish, May 25: In the 45 south the lode is still getting in over Hooper's pitch, in which there is a good lode. The 60 south is still going through pitches of white elvan, containing small branches of blende, and the 72 north, on the west lode, has been driven the last 4 fms. through ore ground, and the end is still improving, and will yield at present full 15 cwts. of lead ore per fathom. We have a most decided change in the lode, it differs from anything seen in the mine on this (the western) lode. The lode is rougher and stronger grained than it has hitherto been, and we think it contains more silver; this end being in advance of all other ends in the mine north, we may consider it quite a new shoot of lead. The 72 north, on the east lode, is still improving, and the men are engaged in cross-cutting to form a communication for air with the western level; we expect to effect this communication in about a week hence, when we shall resume driving the end on the lode. The 84 stopes is producing at present from 7 to 8 cwts. of lead ore per fathom. The tribute department is looking much as usual, with the exception of the two pitches in the back of the 45 north, on the east lode, which are not yielding near so well as expected. When driving the end we had a fine course of ore, but it failed directly above the back of the level. The lode, however, is large and strong, and will doubtless again improve.

**GARRETT.**—W. Sandoe, May 25: There is no change to notice in our 20 end since last week; the ground keeps rather hard, but, judging from the various small branches of lead ore now scattered over the end, I expect a change in the ground will shortly take place, and also an improvement in the lode. The old sump-shaft in this level has been cleared up to the bottom, which is about 7 fms. below the bottom of this level; here the lode is from 4 to 5 ft. wide, composed chiefly of clay, mixed with carbonate of lime; and near the bottom of the sump in the east end we have taken out some very good stones of lead ore, and it looks now very promising indeed; therefore, I purpose sinking the sump a fathom or two deeper, and then drive a little east and west on the course of the lode, to prove its value.

**GERNICK.**—J. Barnett, May 24: The lode in the 36 end, east of flat-rod shaft, is just the same as when last reported. The branch in the north side of same end continues to bear parallel with the lode, and produces a little yellow copper ore; the end still continues in the elvan.

**GREAT ONSLOW CONSOLS.**—G. Rickard, May 18: The driving of the 87 west has been suspended for the present. The ground in the cross-cut north continues very favourable for being driven through. The south or footwall of the lode in the 107 west is suspended for the present, and the men are engaged in cross-cutting to form a communication for air with the western level; we expect to effect this communication in about a week hence, when we shall resume driving the end on the lode. The 84 stopes is producing at present from 7 to 8 cwts. of lead ore per fathom. The tribute department is looking much as usual, with the exception of the two pitches in the back of the 45 north, on the east lode, which are not yielding near so well as expected. When driving the end we had a fine course of ore, but it failed directly above the back of the level. The lode, however, is large and strong, and will doubtless again improve.

**GREAT RETALLACK.**—W. H. Reynolds, May 21: We shall complete the shaft to the 30 this evening week; the ground at this shaft is soft, highly mineralised, and there are some small branches with good spots of copper and blende in them. In the 30 end the lode is without much alteration, but the ground being very soft, and the lode at this point rather flat, some of the timber has given way, and it will require three or four days to clear the same; the pitches in the back are looking well, and if the 30 proves as good as we may fairly expect from the character of the lode in the 20, we shall soon lay open a considerable extent of ground that can be worked at a low tribute.

**GREAT SOUTH TOLGUS.**—J. Daw, May 25: The lode in the 90, west of Lyle's shaft, is 3 ft. wide, producing 1½ ton of copper ore per fathom. In the 80 west the lode is 1 ft. wide, producing some good ore. The lode in the rise in the back of the 70 is 2½ ft. wide, producing 3 tons of ore per fathom. In the 60 the lode is 2½ ft. wide, producing 4 tons of ore per fathom. We shall sample to-day 368 tons.

**GREAT TREGUNE CONSOLS.**—J. Spargo, May 26: We have some good ore coming into the lode in the 70, west of Hober's shaft; the lode is 4 ft. wide. From present appearances I think that we shall soon meet with a greater improvement. The lode in the bottom of the 60 is still producing some good ore. I think we have sufficient ore dressed on the floors to pay the next cost-sheet, but it cannot be sampled for a month.

**GREAT WHEAL ALFRED.**—M. W. Mitchell, W. Bugelholme, W. Arthur, May 21: Copper-house shaft is sunk 4 fathoms below the 290, but no lode yet taken down. The north part of the lode in the 200 east is 1 foot wide, producing stones of copper ore and tin; the south part where cut through 5 fathoms behind is worth 25 ft. per fathom. We purpose cutting through this part again at the extent of 5 fathoms more. In the 200 west we are driving on the south part, which is the most favourable ground, and will produce 1 ton of copper ore per fathom. The lode in the 191 east is 3 feet wide, producing 1 ton of copper ore per fathom. The lode in this level west is 2½ feet wide, worth 10 ft. per ton. We have to-day resumed the driving of the 190 west, on the north part of the lode, and suspended the 170 west, on the south part. In the 160 cross-cut south we have driven through the killas and are again in the elvan. Our sampling on Tuesday next will be from 240 to 255 tons of copper ore; the quality much the same as last.

**GREAT WHEAL BUSY.**—J. Nancarrow, May 21: The prospects in the 50 west remain unaltered, except that there is a little prismatic on the north part of the lode. The progress in stopping the back of the 70 east being a little harder than appeared at first our progress is not so rapid as was calculated on. In the winze below the 80 east the lode is large and promising, worth for tin and copper 20 ft. per fathom. In the 80 east the lode is 3 ft. wide, worth 35 ft. per fathom. The lode in the 100 east is 2½ ft. wide, and seems improving, now worth 15 ft. per fathom for copper. The lode in the 100 west is 3 feet wide, worth 18 ft. per fathom. We have not recently intersected any branches in the eastern mine; the lode yields copper, but is rather disordered. In the 110 east the lode is large, and yielding a little tin. Pitslowsen shaft is now quite secured as to timber; we are down 11 fms., and have a little water. Offord's shaft is sinking by nine men, and the ground moderate. At Harvey's shaft the ground has been hard to cut, but is now almost completed, and we expect to be sinking next week. At the western mine we have finished the house water-lift, and we are getting on very well with the cutting down of Head's shaft, and making good progress in the deep adit west.

**GREAT WHEAL VOR.**—T. Gill, May 25: Wheel Metal: We have had no change in this part of the mine worth notice since last reported on.—Wheal Vor: The stopes in the back of the 225 ft. level, east of Borsias's shaft, are improved. We have had no change in any other part of the mine for the last week. Our new rods are working well. The water at Borsias's shaft is drained 3 ft. below the 236 ft. level.

**HARWOOD.**—J. Race, May 20: The drift in No. 1 vein is very poor at present. Nothing done in No. vein this week on account of two men leaving their work, and I did not wish to employ any more for a week or two. No alteration in the level this week.

**HAWKMOOR.**—J. Richards, May 23: The lode at the engine-shaft is 2 ft. wide, with a little ore, and the south part, about 2 in. wide, which appears to be open to us as we sink; the north part of the lode is much improved in character in the last 6 ft. sinking. The shaft is sunk nearly 7 fms. below the 60, and the ground continues favourable for sinking. The rise in the back of the 60 end east has been suspended this last week for want of air, and the men have been engaged putting in pipes, &c., which is now completed—set to six men, at 13 ft. per fathom, to carry all the lode. In the 50 east the lode is 4 ft. wide, worth 2 tons of ore per fathom; I intended to have commenced a rise in the back of this level, but finding the air would not be enough for two parcels of men, I have set a winze in the bottom of the 40 instead to nine men. In the 40 east the lode in the present end is worth 2½ tons of ore per fathom; this end is driven 32 fms. east of the cross-course, and on an average is worth 3 tons of ore per fathom. In the bottom of the end. The stopes in the back of the 40 are working by twelve men, worth 2 tons of ore per fathom. The pitch in the back of the same level, near the cross-course, has produced 6 tons of ore this last month. The winze in the bottom of the 30 east was holed to the back of the 40 on Friday night last, which will enable me to put another parcel of men to stop east, when the winze is properly squared down. At Harvey's shaft, we have driven 10 ft. 6 in. in this month; the ground in the present end is a little improved, but no appearance of any lode.

**HINGTON DOWN.**—W. Richards, May 25: The cross-cut north at the 110, west of Morris's shaft, is progressing satisfactorily. The lode in the 100, west of shaft, is large and rich, but not rich. The lode in the 100, east of cross-cut, is large, and will yield from 3 to 4 tons per fathom. The cross-cut north at the 75 progresses as fast as the character of the lode will admit of. The 75, west of Hitchen's shaft, as also the 32 ft. level, continue without change.

**HOLMBUSH.**—N. Secombe, May 24: In the 145 cross-cut, south from the level driver west, there is no change, the lode not being yet reached; we have now placed more men in this end to intersect the lode as soon as possible; the stopes in the bottom of this level continue to produce from 1 to 2 tons of ore per fathom. The stopes in the bottom of the 145, west of winze, is yielding 2 tons of ore per fathom. In the 80, east of winze, the lode is producing a little ore, but at present not more than 1 ton of ore per fathom. The lode in the 160, east of diagonal, is yielding a little ore, but at present not more than 1 ton of ore per fathom. The lode in the 160, east of diagonal, is yielding a little ore, but at present not more than 1 ton of ore per fathom. The lode in the 160, east of diagonal, is yielding a little ore, but at present not more than 1 ton of ore per fathom.

**KELLY BRAY.**—S. James, May 21: The ground in the 115 cross-cut south is somewhat eased, so that we are making good progress. We are dressing the lode in the back of the 95 east, and hope to be in a position to give you its size and character next week. The lode in the 70 west is 2 ft. wide, yielding good stones of ore, and the ground is easy for exploring. The lode in the 56 west is 3 ft. wide, and will yield 5 tons per fathom, 6 ft. 10 in. per ton. The lode in the stopes in back of same is worth on an average from 15 to 20 ft. per ton. The lode in the 55 east is 2½ ft. wide, composed of quartz, peach, muncie, and ore, a kindly lode, and letting out a quantity of water. The lode in the 45 east is 3 ft. wide, producing stones of ore, and showing indications of an improvement. In the tribute department there is no change worthy of notice. The men are working in good spirits, and earning fair wages in their respective tributes.—Eastern Mine: All the operations here are progressing satisfactorily, but there is no change of importance in the 40 east since my last communication. We are dressing ore with all possible dispatch, and hope to sample on the 27th inst. about the same quantity as the last 164 tons.

**LADY BERTHA.**—J. Metherell, May 25: I have nothing particularly new to write you since the meeting, except that I am quite certain the lode in Gray's winze is altogether to the south of the rise, and that we have more ground to get through than I calculated; therefore, I cannot now give you any specified time when we shall hole; this will make us a new mine altogether. The water in the winze is very quick.—P.S. We have about 12 ft. to drive to get to Gray's winze, by the dialling.

—J. Metherell, May 26: The lode in the 30 is improved, and is now worth 70 ft. per fathom. We have not yet holed Gray's winze, but shall try to do so this week.

**LEWIS.**—Wm. Bishop, W. W. Martyn, May 24: At the 130, east of ship shaft, the men are still engaged raising for ventilation. In the 130 west the lode is still large, and not producing so much copper ore. The 130 east is worth 3 ft. per fathom. The 110 east, on south lode, is worth 8 ft. per fathom; here we may expect an early improvement, as we are not more than 7 fms. from No. 2 winze, where the lode is worth 30 ft. per fathom.—Middle Lode: The 90, east of cross-cut, is worth 7 ft. per fathom. The 80 east is worth 10 ft. per fathom. No. 1 rise over the 80 is worth 10 ft. per fathom. No. 2, east of the 80, is worth 10 ft. per fathom. We are daily expecting to intersect this lode in the 70 cross-cut. We have also commenced a cross-cut at the 100 to intersect the middle lode. No change to notice in any other part of the mine.



deep and shallow adit levels, east from Vivian's shaft, is still producing very rich silver ore. The value of the silver ore is weighed out to-day, which amounts to 1083.18s.

**NORTH GREAT WORK.**—John Moffett, May 23: We are making good progress in clearing the deep adit; since last we have cleared and secured 150 fms., and are now within 100 fms. of the old workings at the mine. The shaft which we were clearing on last week sunk on a ledge which is worked away at each end for tin; it requires timber at both ends, which makes our progress at this point rather slow.

**NORTH LAXEY.**—R. Howe, May 19: I have been to the mine to-day. The ledge in the 27 and south is 4 ft. wide, letting out a plenty of water, and very promising, yet poor; there is a small rift ore on the hanging wall. In the 12 and south there is no change, other than that the two parts into which the ledge for a long distance has been divided are now drawing together. I trust at the junction some ore will come in.

**NORTH MINER.**—J. Lester, May 26: Jones's shaft continues much the same as last reported, the stuff being all saving for dressing. During the past week Pugh's level has much improved, having passed through several good branches of lead ore, and in the present end is looking very promising. I have put four men to open north on Lloyd's; the part being carried will produce about 6 cwt. of lead ore per fm.

**NORTH WHEAL ROBERT.**—J. Richards, May 25: Murdoch's Engine-shaft: In the 62 fm. level west the ledge is 2 ft. wide, and more promising, composed of muncie, quartz, and ore of good quality. In the 52, west of Gorman's cross-cut, on the south, part of the ledge, the ledge is worth 1½ ton of ore per fm. In the 42 east of Carter's cross-cut, on the south part of the ledge, the ledge is more promising, worth ½ ton of ore per fm.; this drive is suspended for the present, to admit of a slope being brought forward and still put in, in order to improve the ventilation. In the 32, east of the south level, has yet been met with the ground is easy for driving. In the 30 fm. level, south, in the 30 fm. level, the ledge is 18 in. wide, containing quartz, capel, muncie, and good stones of ore. In the 30 fm. level, east of Friend's cross-cut, the ledge is 2 ft. wide, composed of capel, quartz, an abundance of muncie, and some good ore. The trial shaft is in regular course of sinking below the 52 fm. level; the ledge is large, 5 ft. wide, composed of muncie, capel, flookan, and good stones of ore.—Trial Shaft: In the 52 fm. level west the north part being carried contains flookan, quartz, and good stones of ore; in the 52, east of Gorman's winze, on the south part of the ledge, the ledge is worth 1½ ton of ore per fm.—South Lode: In the 42 east the ledge is 18 in. wide, yielding good stones of ore. In the rise in the back of the 42 the ledge is 18 in. wide, worth 1½ ton of ore per fm.

**OKEL TOR.**—W. B. Collum, May 26: The cross-cut at the 80 continue without alteration. At the 65 we have commenced cross-cutting through the ledge. The pitch in the back of this level is looking very well. In the 50 east the ground is hard for driving, at present worth 2 tons to the fm. In the 50, east from cross-course, and also in the same level west, there is a fine course of ore, 3½ ft. big in the former, and 4 ft. big in the latter level. These two levels will average 9 tons of ore each to the fm., and still improving. In the 45 we anticipate soon reaching the ore ground discovered in the 50.

**OLD TOLGUS UNITED.**—George Reynolds, May 24: The shaft is now down about 25 fms. and the appearance of the ledge is greatly improved. In the 25, the ledge is extended south 4 fms.; the ground is easy for driving, and we are forcing it on with all speed. The south lode, in the 42 east, is 3 feet wide, worth 2 tons of muncie and 1 ton of muncie per fm.; going west it is 2 ft. wide, producing ½ ton of copper ore per fm. and 2 tons of muncie. We are forcing on the rise in the back of this level, to communicate with the 32 as soon as possible, after which we shall have good ventilation. The south lode in the 32 west is split in two parts, each part producing stones of ore and muncie. We are sinking the new white-shaft with all speed, and are preparing to build the steam-whim at surface 20 tons of muncie and about 14 tons of copper ore. All the machinery is working well.

**PEDDAN-DREA UNITED.**—J. Carpenter, T. Delbridge, J. Thomas, May 24: Since the last bi-monthly meeting we have driven the 100 east and west from engine-shaft on engine lode, 5 fms. 3 ft. 6 in.; the lode in these ends is large, and producing stamping work for tin. Our prospects are very encouraging in driving these ends, as the deposit of tin on the junction of the granite and killas in the 90 being 17 fms. east from engine-shaft, and the 100 east driven about 6 fms., we are expecting an early improvement in driving in this direction; and an improvement having taken place in the 90 west, about 18 fms. from engine-shaft, there is every probability the 100 will be very productive, looking at the production of the 90 east a 2 west. The 90 west, on engine lode, has been driven 4 fms. 4 ft. 11 in., varying in size from 3 ft. to 7 ft. wide, through tribute ground of fair quality. The 90 west, on Skimmer's lode, has been driven 2 fms. 4 ft.; lode from 2 to 3 ft. wide, producing stamping work. The 90 east from cross-course, west from engine-shaft, on Skimmer's lode, has been driven 1 fm. 2 ft. 8 in.; lode yielding a little tin. We have suspended driving this lode for the present. The 80 winze west, on engine lode, has been sunk 2 fms. 5 ft.; the ledge is 3 ft. wide, producing stamping work; this winze is sunk from the bottom of the 80 2 fms. 5 ft., and when communicated with the 90 there is no doubt that it will open out a large piece of tribute ground. At the 60 west, on engine lode, we have driven and run 1 fm. 2 ft. 11 in. to communicate with the old men's workings, where it is said to have been rich for tin in the former workings. The 55 has been driven east on the new lode, south from engine-shaft, 4 fms. 2 ft. 11 in.; a kindly looking lode, producing occasional stones of copper ore; this level, south from the cross-cut, has been driven 2 fms. 3 ft. 2 in. on the cross-course. We have cut two or three small branches producing spots of copper, but knowing there are two lodes further south we have continued the cross-cut, and by the quantity of water coming out of the end we have every reason to expect a lode near. The 55 winze, on the north part of the engine lode, east from engine-shaft, has been sunk 2 fms. 4 ft. 6 in.; our object in sinking this winze is to ventilate the north part of the 68 great deposit, and to stop the back with greater facility and safety for the men. Cobler's shaft has been sunk to the 57; we have cut a pit at this level, and the men are now engaged doing the necessary work prior to sinking below. By sinking this shaft it will ventilate the western part of the mine, and also discharge the stuff. The 47 has been driven west from Cobler's shaft, on Skimmer's lode, 1 fm. 4 ft. 8 in.; the lode is poor, and suspended. We have placed the men to drive a cross-cut south at the 40, east from Bragg's shaft, and have driven the same 1 fm. 2 ft. 2 in. to cut the engine lode at this part of the mine. We have driven the men to the south from Skimmer's lode, east from Bragg's shaft, in the 40, 4 fms. 1 ft. 3 in., and holed to the cross-cut, and have set two tribute pitches there, one at 3 ft. and the other at 12 ft. in 1 ft. for one month. Bragg's shaft has been sunk 2 fms. 4 ft. 9 in. below the 40 this month; this shaft is sunk 4 fms. 4 ft. 3 in. below the 40 altogether; we have 2 fms. 1 ft. 9 in. more to sink before driving to hole to the old workers' 47, west from the cross-course; when holed there is every probability of opening a good piece of tribute ground in driving east from the cross-course of the new adit Skimmer's lode—the 40 being the bottom of the old workings east from the cross-course. The 40 cross-cut has been driven south from Bragg's shaft, on the cross-course, 1 ft. 3 in., and cut a new lode, and driven west 1 ft. 5 ft. 3 in.; the lode is about 2 ft. wide, composed of gossan, peach, spar, and spots of copper ore; it is a kindly looking lode; not being out of the influence of the cross-course, it is at present poor. The new lode at the 25, east from Bragg's shaft, east and west from the cross-cut, has been driven 5 fms. 5 ft. 10 in.; the lode is large, and opening out good tribute ground. In the past month six of the summer have been engaged in cutting pit at 100, and making a road to go round the shaft prior to sinking below that level, which will require a month more to complete. The other six men have been driving tin in the 100 in the course of the lode. As soon as the necessary work is completed we shall resume the sinking of the engine-shaft below the 100 with all possible dispatch. On the whole, our prospects are very encouraging—never looked better.

**PENDEEN CONSOLS.**—W. Eddy, J. Carthew, May 21: The engine-shaft has been sunk 6 ft. since last setting; we are glad to notice there is more killas at the shaft, and this day we have broken a stone of copper ore. The 94 has been extended north of winze (for the month) 25 ft. 8 in.; the lode in this end is 24 in. wide, very kindly, with good stones of copper ore. The men stopping south of winze have not taken down any of the lode, but they will break a good quantity next week, which will be reported on in our next; we are expecting a large lot of copper from this level for the next sampling. The 82 has been extended north (for the month) 29 ft.; the lode in this end is 18 in. wide, with stones of copper ore. The 79 has been extended north (for the month) 33 ft.; the lode in this end is 18 in. wide, but not to value. The slopes and tribute pitches, on the whole, are looking better than at our last setting, and we think there will be more ore broken next month than the last. We notice this day more ore ground discovered than was ever to be seen in these mines before. We have now to extend the 94 fm. level 11 fms. to under the rich run of ore ground gone down below the 82.

**RENSHALLDARVA.**—T. Dodge, May 24: In the 40 north the lode is 18 in. wide, composed of soft spar, prlan, flookan, muncie, and lead—saving work, and looking well for further improvement. The 30, Hedges, May 24: South Mine: In the 32 fathom level north we have cut into the lode about 10 fms. which is chiefly spar; the lode is letting out a quantity of water, with quick running sand, and in consequence we are obliged to stop the haul, and suspend it for the present. We have now commenced to drive north, where the leader part of the lode is 1 foot wide, producing good stones of lead, but not to value. In this level, west of the great lode, we have cut a branch about 4 in. wide of spar and flookan, but no mineral. We shall continue on the cross-cut a little further, to prove whether we have more lode yet to cut.

**PENRALT SILVER-LEAD.**—Capt. Jenkins, May 21: I put two men that were in (own) lode to try a little on some spar branches that passed through on Carn's lode, which I supposed to be water shaft lode, split into branches or disordered in passing through or coming in contact with the lode. As soon as the necessary work is completed we shall resume the sinking of the engine-shaft below the 100 with all possible dispatch. On the whole, our prospects are very encouraging—never looked better.

**PREDAUX WOOD.**—F. Gill, P. Kieh, May 23: Kendall's shaftmen have been engaged for the last month in cutting hitches for bearers and cisterns; the lode in the shaft is the same as last reported, and in consequence we are obliged to stop the haul, and suspend it for the present. We have now commenced to drive north, where the leader part of the lode is 1 foot wide, producing good stones of lead, but not to value. In this level, west of the great lode, we have cut a branch about 4 in. wide of spar and flookan, but no mineral. We shall continue on the cross-cut a little further, to prove whether we have more lode yet to cut.

**REDMOOR.**—T. Taylor, May 23: During the past month we have driven the 60 east, on Kelly shaft, 2 fms. 1 ft. 3 in.; in cutting through the lode we find it is 9 ft. wide, containing a large quantity of muncie, quartz, and spar, with good stones and spots of flookan. We have also driven the west, Kelly shaft, 1 fm. 5 ft. 6 in., which is about 2 ft. wide, letting out a very strong mineral water, and containing a little copper ore, but is chiefly composed of prlan, quartz, peach, and muncie; I expect we shall find the large cross-cut we intersected in driving the 80 west, on the count-house shaft lode—set to four men, at 5 ft. 10s. per fm. We have driven the 90 cross-cut south of copper ore, but of sufficient importance to drive on. According to the dialling, we are one pitch to four men, at 12s. 11 ft. for lead only; three ditto, two men each, at 13s. 4d. No. 2 lead ore. We have also about 8 tons of copper ore on the floors dressed.

**ROUND HILL.**—R. Walters, May 25: Since last report we have cut through the lode in the 62, south of new engine-shaft, and are now driving on the course of same. The lode in the present end is 6 ft. wide, producing a little lead ore, and looks very promising for an improvement. The lode in the 52, north of engine shaft, is 2½ ft. wide, and of the 40, consequently we are now daily expecting an improvement at this point. The 32 in the back of the 52, south of engine-shaft, are not so productive as last reported; the present yield is about 25 cwt. per fm. The 30, driving due south towards the east and west lodes, is progressing favourably. The 30, north of engine-shaft, is cleared and secured to the present end. We shall resume the driving of this level this afternoon.

**ROSEWARNE CONSOLS.**—J. Richards, May 24: There is no particular alteration in either of our cross-cuts for the past week. We have suspended operations on Lando lode; the water is too quick for man-power. We have the horse-wheel erected at the engine-shaft, and I hope to resume driving the 30 end west next week. Our tribute department is just the same as for some time past—producing well.

**SIGFORD CONSOLS.**—J. Hosking, May 23: The lode in the adit end maintains its lately improved character, and continues to produce some good stones of copper ore.

**SORTIDGE CONSOLS.**—Jas. Richards, May 25: In the 58 west the lode is 18 in. wide, and produces good stones of ore. In the 58 east, the lode is 2 ft. wide, containing capel, quartz, and good stones of ore. In the 58 west the lode is 2½ ft. wide, and yields good stones of ore. In the 60 west the drive is being carried in a northerly direction to the west of the cross-course, for intersection of the lode. In the 50 west the lode is in disordered ground, and is unproductive. In the 40 east, on the south lode, the lode is 3 feet wide, composed of gossan, quartz, muncie, and good stones of ore. In the 40 west, on the south lode, the lode is 1 ft. wide, and yields stones of ore occasionally.

**SOUTH BULLER AND WEST PENSTRUTHAL.**—G. Reynolds, May 24: We are still driving through a fine channel of elvan; its appearance I like very much traversing this set, and I have every reason to think we shall cut the lode near the junction, where we may expect promising results at the present depth.

**SOUTH CARADON WHEEL HOOPER.**—W. C. Cook, May 21: Since my last report the shaftmen have been engaged in cutting a cistern-pit, putting in cisterns, beams, &c., in the 62, to take up the water leaking from the end, so that the pressure of the water has become rather troublesome on account of its length, will now be fixed in the 62, and will be superseded for sinking purposes by one of less diameter, which I hope will tend somewhat to facilitate the sinking of the shaft. There being so much said about the extraordinary character of the lode at the trial shaft at the northern boundary of the set, I thought it advisable to have the water drawn out, so that I might examine it for myself, and form my own opinion, and commenced doing so on Monday morning last, but finding our efforts ineffectual through the great influx of water, we were obliged to abandon it. The 62 cross-cut is without any change to notice since my last.

**SOUTH CARN BREA.**—T. Glanville, May 25: Nothing new to report this week.

**SOUTH CRENVER.**—J. Delbridge, E. Chegwain, May 23: At the new south shaft the ground is favourable for sinking, and sunk about 28½ fms. below the adit. In the 105 west the lode is 2½ ft. wide, worth 10½ ton per fm. The winze in the 105 is worth 11½ ton per fathom. In the 94 west the lode is 2 ft. wide, producing stones of ore. In the 54 west the lode is worth 4½ ton per fathom. In the 44 west the lode is poor. In the 34 west the lode produces good stones of ore—not to value. Our tribute is without change.

**SOUTH CROWNDALE.**—T. Bawden, May 26: We have discovered in shodding the western part of this set a very strong and promising-looking lode; we can see it for 7 feet wide, and no south wall as yet, composed of capel, muncie, gossan, and a little copper ore.

**SOUTH DOLCOATH AND CARNARTHEN CONSOLS.**—Wm. Roberts, May 25: I cannot speak of any improvement since last reported.

**SOUTH LADY BERTHA.**—R. Unsworth, May 26: The lode in the 40 south, on the cross-course, is 4 feet wide, composed of quartz, muncie, and some spot of copper ore, nothing to value. The 30 east, on the course of the lode, is much disordered; the lode is 2 feet wide, producing some good stones of copper ore. In the 30 north the winze is down nearly 6 fms.; the lode is 3 feet wide, producing good stones of copper ore. In the course of a week we expect to meet the shoot of ore we sunk through in former winze.

**SOUTH WHEAL BETSY.**—C. Bartle, May 24: The mine in general is improving. In the rise in the back of the deep adit, south of Carpenter's shaft, the lode is 3 ft. wide, worth 5 cwt. of lead per fm., a very promising lode. In the 20, north of the winze-shaft, the lode is 2½ ft. wide, producing good stones of ore. In the 10, north of the winze-shaft, the lode is 2 ft. wide, and worth from 6 to 8 cwt. of lead per fm. In the new shaft, on the eastern lode, the lode is still large, producing stones of jack and lead. In shodding the eastern part of the set we have opened on a copper lode, 2 ft. wide, composed of spar, flookan, prlan, and gossan; the ground about this lode is congenial for copper.

**ST. AUSTELL CONSOLS.**—R. H. Williams, May 21: I am daily expecting to cut the lode in the 45, as there is every indication of our being close to it. Barker's lode, west of the slide, is not yet cut through; we are in the lode about 12 feet; the lode at present is worth about 2 cwt. of tin per 100 sacks. Other parts of the mine are as last reported.

**ST. DAY UNITED.**—E. Ralph, May 24: Trussall's north shaft is sunk 5½ fathoms below the 144; lode 18 inches wide. In the 144 east the lode is 2½ ft. wide, yielding 3 tons of ore per fm., and likely to improve. In the 144 west the lode is 6 feet wide, and yielding from 8 to 9 tons of ore per fm. In the 144 east the lode is 2 ft. wide, and yielding 1 ton of ore per fm. In the 144 west the lode is 2 ft. wide, and yielding 1 ton of ore per fm. In the 144 east the lode is 2 ft. wide, and yielding 1 ton of ore per fm. In the 144 west the lode is 2 ft. wide, and yielding 1 ton of ore per fm.

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**ST. DAY UNITED.**—E. Ralph, May 24: Trussall's north shaft is sunk 5½ fathoms below the 144



**WHEAL TEHDY.**—J. Pope, May 25: In the 70 east, on the counter lode, the lode is 15 in. wide, producing stones of ore; in the 70 west the lode is 10 in. wide, producing stones of ore. In the 60 east the lode is 6 in. wide, unproductive. In the winze sinking below the 60 the lode is 6 inches wide, producing rich stones of copper ore. In the 60 cross-cut south nothing new since last reported. We expect to sample this day about 15 tons of average quality ore.

**WHEAL TREBARVAH.**—F. Hosking, May 24: The lode in the 80, west of flat-rod shaft, is 1 foot wide, composed of quartz, mudstone, and blende, with indications of an improvement; in the 80, east of flat-rod shaft, the branches are united, the lode is 10 in. wide, producing good stones of ore. In the 70, east of flat-rod shaft, the lode is 1 ft. wide, with a kindly appearance; the winze sinking under this level is suspended, there being too much water to sink with; the lode is 18 in. wide, producing 2 tons per fm., worth 10 per cent. for copper. In the 70, west of flat-rod shaft, we have four men engaged laundering up water, and making the necessary preparations to sink a winze below this level in the ore ground come down. In the 40, west of flat-rod shaft, the lode at present is unproductive; we have about 15 fms. further to drive this level to reach the run of ore ground gone down in the 20, where the quality of the ore was very rich.—South Lode: The lode in the 40, west of Richard's shaft, is split by a horse of kyllas; the south part is producing about 1 ton per fm. of copper ore; in the 40, east of this shaft, the lode is 1 ft. wide, worth about 62 per fm. In the 30, east of Richard's shaft, the lode is 18 in. wide, producing some very good stones of ore; in the winze sinking below this level, 10 fms. east of shaft, the branches are not yet united. In the winze below this level, west of Richard's shaft 12 fms., the lode is 18 in. wide, producing a little ore, but nothing to value; the stopes in this level, east of Richard's shaft, are producing about 1 ton of copper ore per fm. We have sampled to-day (computed) 100 tons of copper ore, of fair quality.

**WHEAL TREFUSIS.**—Z. Carkeek, May 26: In the 67, north of the engine-shaft, driving towards the north lode, the ground is favourable for driving; in the 67, east of engine-shaft, no alteration since last reported on. In the 55, east of Nicholls' shaft, the lode is large, composed of spar and prill, with occasional stones of copper ore. In the 45 east the lode is 4 ft. wide, but poor at present; in the 42, south of the engine-shaft, driving towards the south lode, the ground is more favourable for driving. In the 30, north of Nicholls', no alteration. In the 15, east of Nicholls' shaft, the lode is 3 feet wide, yielding tin stuff of low quality. In the tribute pitches there is no alteration. We expect to have from 2½ to 3 tons of black tin for sale next week.

**WHEAL TRELAUNY.**—W. Bryant, W. Jenkin, J. Grenfell, May 26: Smith's engine-shaft is sunk 7 fms. 5 ft. under the 152. The lode in the 152, north of this shaft, is 2½ ft. wide, worth 62 per fm.; in the same level south it is 2½ ft. wide, worth 71 per fm. In the 142 north it is 2 ft. wide, worth 154 per fm.; in the same level south it is 2 ft. wide, worth 101 per fm. In the 132, north of Chippindale's shaft, it is 3 feet wide, worth 81 per fm. In the 120, north of the shaft, it is 3 ft. wide, worth 77 per fm. South Mine: The lode of Trevelyan's shaft, is 2 ft. wide, worth 77 per fm. In the 142 south it is 2 ft. wide, worth 77 per fm. In the same level north we are driving in kyllas by the side of the lode. In the 130 south it is 3 ft. wide, worth 82 per fm. In the 107 north it is 3 ft. wide, worth 41 per fm. The stopes and pitches are much the same as when last reported.

**WHEAL UNION.**—T. Glanville, May 25: In the 40, driving east of the engine-shaft, the south lode is worth 207 per fm. for tin. In the 30, east of shaft, the south part of the south lode is worth 104 per fathom for tin. Our sale of tin ores on Monday last realised 1487. 17s. 3d.

**WHEAL UNY CONSOLS.**—W. H. Reynolds, May 21: The lode in the 55 east is worth 82 per fm., and in the bottom of the level the lode is much better. The flat-rod shaft we are pushing on with all possible speed, and the lode is yielding a little ore and likely to improve. In the engine-shaft we are making fair progress, and there are some good spots of copper and blende in branches of spar crossing the shaft, and the ground altogether appears to be mineralised.

**WHITFORD.**—W. Sandoe, May 21: The sinking of the engine-shaft progresses very satisfactorily. We have several small branches of spar, sulphur, &c., in the shaft at present, which are, I consider, strong indications of our near approach to the north and south lode, which I expect soon to have in the shaft.

### THE NEW MINE-INSPECTION ACT.

(FROM A CORRESPONDENT.)

The existing Act for the Inspection of Coal Mines having nearly expired, it behoves all practically connected with coal mining to consider in what particulars the new Act can be made more efficient for the protection of the life of the working collier, while ensuring the thorough development of the mines. I am glad to learn that an effort is being made in the Midland district to obtain an extension of the official inspection to ironstone mines, and the establishment of Mining Schools. The petition is most praiseworthy, and if it be acted upon by the Legislature, England will have the advantage of laws very closely assimilating those of the Continent. I am aware that many Englishmen believe the introduction of what may be termed "military discipline" into commercial undertakings would not be compatible with the English character, yet from the petition which I subjoin it will be apparent that there are at least some who are more enlightened. The following is the petition which it is proposed to present during the next session:—

TO THE HONOURABLE THE COMMONS OF GREAT BRITAIN AND IRELAND IN PARLIAMENT ASSEMBLED.

The humble petition of the undersigned workers in the coal and ironstone mines of Great Britain and Ireland sheweth—

That your petitioners are deeply sensible of the benefits that have arisen from the Inspection Act for the Coal Mines of Great Britain. That they are glad to think that, in many instances, given rise to carefulness of management, and that it gives a facility of exposure which leads to the protection of life. That it is, however, too limited in its operation, affecting coal mines only.

That it is the opinion of your petitioners that the number of Inspectors is too small, as, from the number of mines to be visited, it is impossible for the Inspectors to examine them all, and hence many fearful accidents arise both to life and property.

That it is the opinion of your petitioners that the powers of the Inspectors are too limited, and that criminal information should be made where owners neglect their duty, either by the common informer or the Inspector; further, it is the humble opinion of your petitioners that many of the accidents that do occur in mines happen through the want of a proper mining knowledge on the part of the managers.

May it, therefore, please your Honourable House either to appoint a committee to collect information on the subject, or pass a Bill on the expiration of the present Act, in which shall be provisions made for the inspection of all the coal and ironstone mines in Great Britain. In order to have this fully carried out, may your Honourable House grant powers for the appointment of a large body of Sub-Inspectors, whose duty or labour it shall be to visit every mine in his district at least once in each calendar month. Likewise may there be such provisions in the Bill as will allow the suffering workmen, or their attorney, to prosecute employers where mines are allowed to remain charged with noxious gases of any kind, or in case of Scotland, to allow the miner to apply to the Fiscal of the district. May it also please your Honourable House to increase the power of Inspectors, so that they can compel such alterations to be made in mines as will be conducive to the health of the miner.

Your petitioners would also entreat your Honourable House to take into consideration the propriety of establishing Mining Schools in various parts of the kingdom, for the training of young men, selected from the mining body, to act as managers of mines. These to be supported by grant from Privy Council, or otherwise; and when persons are so trained, that they may receive certificates of merit, which shall be held so long as conduct merits the same.

Further, your petitioners humbly pray that a clause may be inserted in the extended Bill, which will make it imperative on every owner of coal or ironstone mines to make a return of every accident, as well as all deaths that occur in his or their mines, to one of the principal Secretaries of State in England, and to the Lord Advocate in Scotland, also the Inspectors, and the district Fiscal in Scotland, within a period of 24 hours.

And your petitioners, as in duty bound, will ever pray, &c.

Discipline is advantageous in all things, while in mining, and the regulation of disputes between miners and their employers, it would be invaluable; and by the passing of stringent enactments, which we are glad to find even the miners themselves pray for, both the working miner and the public generally would be immensely benefited.

**GOLD BY THE MILE.**—(From a Correspondent.)—It may be remembered that in the year 1852, when Mr. John Calvert returned from Australia, he stated that in a locality in New South Wales he had discovered a vein of quartz, from which with a hammer he broke down 300 lbs. weight of gold; his mare, however, was not able to carry more than 150 lbs., this he brought down to Sydney, thereby proving that more could be obtained from the spot where that was found. The public were then sceptical; and still more so when Mr. John Calvert adduced his theory of gold in the granitic rocks of England. This has never been practically tried, and, consequently, considerable doubts exist as to Mr. Calvert's opinions; these, however, might be easily solved were the process of Mr. Squire tried, the practicability of which has been acknowledged by Colonel Kennedy, the Chairman of the defence Quartz Reduction Company; and Mr. John Henry Clement, the ex-director manager of the Nouvelle Montreuil Gold Mining Company. In the last impression of the *Mining Journal*, we perceive that Mr. William Squire, chemical engineer, has discovered somewhere near Indigo gold in tons. This substance Mr. Calvert's "find," which is further confirmed by a letter from Melbourne that has arrived to hand this week. The writer states that a party of three have discovered "a seam of gold," 28 in. thick, likely to increase in depth, and which can be traced for many miles. Their intention is merely to take sufficient away to purchase an estate in England, and then cover it up, convinced as they are that if opened out the value of gold will fall to that of silver. This at first sight appears improbable. The public have, as we are aware, seen so many delusions practised by the gold makers, crushers, &c. *et id genus omne*, that they have reason to doubt. Why mistrust these discoverers and their find? When Bruce, the great Abyssinian traveller, returned to England, and stated that the natives of that country cut the steaks from the live bullock and ate them, he suffered much undeserved odium, and was branded a liar. The voyages of Major Harris and other officers of the late East India Company have proved that all he stated were facts. This is but one instance of many. Had any one predicted the discoveries in California, which for three centuries was held under the *effete* Spanish race, he would have been considered by his friends as a fit candidate for Bedlam, Hanwell, Colney Hatch, or asylums of the like nature. Sir Roderick Murchison previous to this, from the formation of the Australian rocks, predicted gold would be discovered there; and it was only his position, and the great works he had published, which prevented the clamour of the so-called scientific world from curbing at him. In the present century we have had steamboats, railroads, and electric telegraphs, all these would have appeared impossible to the previous generation. We heard rumours that the influx of gold from Australia and California would disturb the currency of the world; time has proved there need be no apprehension for such fears. We live, it is true, in an age of wonders. Many may be disposed to dispute the fact that gold exists in the quantities that have been stated. Who two years ago would have believed in the monster nuggets which have been shown at different times? Their existence would have been thought fabulous, and any one speaking of them would have been considered a specimen of the genus *Munchausen*. It is not required that implicit belief should be placed in every statement put forward; yet when we consider the marvellous discoveries that have been made, we think it unjust to impugn the veracity of those who bring them to light, because our judgment may possibly be warped, and from a want of knowledge we may reject all that is advanced. It is not always that every truth can be proved by ocular demonstration.

\* With last week's MINING JOURNAL we gave a SUPPLEMENTAL SHEET, which contains—The Mines and Minerals of America—No. III.—Coal and Cannel Mines of Kanawha, Virginia; Glances at Recent Geological Literature—No. III.—Siluria; Coal-Burning Locomotives—Paper read at the Society of Arts; The War, and the Metal Trades; Aluminium-Bronze; Cornish Mining Maxims—No. XIII.—"Out of the World, and down to St. Ives"; Mining in Australia; A Golden Vision from Australasia; Temperature of the Earth at Different Depths; Breakwaters, Wave-Screens, &c.; Important Metallurgical Discovery; The "Adamantine Clinker," &c.

\* With the MINING JOURNAL of May 7 was given a SUPPLEMENT, which contains—The Steam-Coal Question—Discussion on the Relative Practical Value of the Steam-Coal of the North of England and South Wales; The Coal of South Wales; East Indian Iron; Glances at recent Geological Literature; The Bog Lead Mining Company (Limited), Shropshire; On the Metallurgy of Lead—Discussion at the Society of Arts; Mining in Jamaica; Arithmetic for Practical Miners; A Revolution in Iron Smelting; Iron Manufacture; Peat Fuel; Puddled Steel; Railway Breaks, &c.

\* With the MINING JOURNAL of April 30 was given a SUPPLEMENT, which contains—The Mines and Minerals of America—No. II.: Cannel Coal Mines of Kanawha, Virginia; On the Metallurgy of Lead, by John Arthur Phillips; Patent Safety-Cage; Alger's Elliptical Furnace; Coal-burning Locomotives, &c.

### The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—LONDON, May 27, 1859.

COPPER.			BRASS.		
Copper wire	per lb.	0 1 13/4 - 0 1 2	Sheets	per lb.	10 1/2 - 11 1/2
ditto tubes	per lb.	0 1 2 1/4 - 0 1 2 1/2	Wire	per lb.	10 1/2 - 11 1/2
Sheathing & bolts	per lb.	0 1 0 - 0 1 0	Tubes	per lb.	12 1/2 - 13 1/4
Bottoms	per lb.	0 1 1/4 - 0 1 0 3/4	FOREIGN STEEL.		
Old (Exchange)	per ton	0 0 10 1/2 - 0 0 10 1/2	Swedish, in kegs (rolled)	per ton	18 0 - 19 0
Best selected	per ton	110 10 0 - 110 10 0	Hammered	per ton	19 0 - 20 0
Tough cake	per ton	107 10 0 - 107 10 0	Ditto, in fagots	per ton	21 0 - 22 0
Tin	per ton	107 10 0 - 107 10 0	English, Spring	per ton	18 0 - 23 0
South American	per ton	100 0 - 103 0	QUICKSILVER	per lb.	7 0 0 - 7 0 0
IRON.			SPELTER.		
Bars, Welsh, in London	per ton	7 0 0 - 7 0 0	Foreign	per ton	19 5 - 19 10
Ditto, to arrive	per ton	6 10 0 - 6 10 0	To arrive	per ton	19 15 - 20 0
Nail rods	per ton	7 10 0 - 7 10 0	ZINC.		
St. Stafford, in London	per ton	8 0 0 - 9 0 0	In sheets	per ton	26 0 0 - 26 0 0
Hoops	per ton	8 0 0 - 9 10 0	TIN.		
Sheets, single	per ton	9 0 - 10 10 0	English, blocks	per ton	120 0 - 120 0
Pig, No. 1, in Wales	per ton	3 15 0 - 4 15 0	Ditto, Bars (in barrels)	per ton	130 0 - 130 0
Refined metal, ditto	per ton	4 10 0 - 5 5 0	Ditto, refined	per ton	137 0 - 137 0
Bars, common, ditto	per ton	5 15 0 - 6 5 0	Banca	per ton	135 0 - 135 0
Ditto, railway ditto	per ton	5 15 0 - 6 0 0	Straits	per ton	130 0 - 131 0
Ditto, Swed. in London	per ton	13 10 - 16 0	TIN-PLATES.		
In stock to arrive	per ton	12 5 - 12 10 0	IX Charcoal, 1st qua. p. b.	per lb.	1 12 0 - 1 13 0
Pig, No. 1, in Clyde	per ton	2 9 0 - 2 10 0	IX Ditto 1st quality	per lb.	1 12 0 - 1 13 0
Ditto, in Tyne & Tees	per ton	2 14 0 - 2 15 0	IX Ditto 2d quality	per lb.	1 10 0 - 1 10 6
Ditto, forge	per ton	2 17 0 - 2 18 0	IX Ditto 2d quality	per lb.	1 16 0 - 1 16 6
Staffordshire Forge Pig	per ton	3 10 0 - 3 12 6	IX Coke	per lb.	1 5 6 - 1 5 6
Welsh Forge Pig	per ton	3 10 0 - 3 12 6	IX Ditto	per lb.	1 11 6 - 1 11 6
LEAD.			Canada plates	per ton	15 0 - 15 10 0
English Pig	per ton	23 0 - 24 10 0	In London; 20s. less at the works.		
Ditto sheet	per ton	23 10 0 - 23 10 0	Yellow Metal Sheathing	per lb.	10d.
Ditto red lead	per ton	24 0 0 - 24 0 0	Wetterstedt's Pat. Met.	per cwt.	2 2 0
Ditto white	per ton	20 0 0 - 20 0 0	Indian Charcoal Pigs	per ton	6 10 0
Ditto patent shot	per ton	25 0 0 - 25 0 0	In London		
Spanish	per ton	22 10 0 - 22 10 0			
American	per ton	22 10 0 - 22 10 0			

REMARKS.—A fair enquiry has existed for metals, and prices have been tolerably well supported.

**COPPER.**—Orders for shipment are still very scarce, and unless some further reduction takes place there is but little chance of any improvement in the demand. Orders for India are mostly limited at 11d. per lb., and shippers generally are not inclined to exceed this price. Consumers in Birmingham are not so active, and there is also a falling off here for foundry purposes. Old copper is not very saleable at the present rates.

**IRON.**—In rails a transaction is reported at 52. 15s., six months, which is a reduction of at least 3s. per ton: probably, for cash, 2s. 6d. or 5s. per ton less would be accepted. Merchant bars have not fallen in proportion, but continue easy in price. Sales have been made at 62. 5s., f.o.b., Liverpool; and 62. 10s., f.o.b., London. Swedish bars are quiet, and without change in quotations. Staffordshire of doubtful qualities might be obtained at lower than current rates; no iron, however, of established brand and really good quality is offered at less than the price inserted in the annexed list. Scotch pigs have again slightly receded, and m.n. were quoted on 'Change at 47s. sellers. The market assumes a very quiet appearance, and no speculative feeling is evinced.

**LEAD.**—In fair demand, and the market upheld with firmness.

**SPELTER.**—Several parcels have changed hands at declining prices, and our market closes at 197. 5s. in warehouse in London.

**TIN.**—English remains unaltered; foreign has sold better; a small lot of Banca is reported to have realised 1357. Straits is in less favour, and buyers not to be found above 1297; sellers, 1307. The market dull but firm.

**TIN-PLATES.**—Very little doing, and prices are again a shade easier.

**STEEL.**—Swedish keg is rather scarce.

**GLASGOW, May 26.**—Our pig-iron market continues to droop, but with a fair business doing in g.m.b. warrants at market prices. The price has declined to-day to 47s., prompt cash, at which there are many sellers, buyers offering 46s. 9d. No. 1, g.m.b., 47s. to 47s. 3d.—Shipments: Foreign, 4764 tons; coastwise, 8991 tons = 13,755 tons, against 11,262 tons last year.

**LIVERPOOL, May 26.**—Our metal market continues to exhibit symptoms of great weakness and depression, consequently what orders there are for execution can readily be placed on terms favourable to the purchaser; and this appears to be the case with respect to almost every description of metals. The first brands of iron are still quoted at full prices, but so much of good quality can be bought under current quotations that prices are entirely nominal. For the United States and the Continent the demand is very limited, whilst for Australia there appears to have been a better enquiry, but it has been for the higher class of brands. Scotch pig-iron has continued to droop, and the market is inanimate at a further reduction of 1s. to 1s. 6d. per ton, the value of mixed numbers, storekeepers' warrants, f.o.b. in Glasgow, being 47s. to 47s. 3d. per ton. The shipments for the week are large, being 13,755 tons, against 11,262 tons for the corresponding week of last year. In copper there is no reduction at present, but the tone of the market appears to indicate lower prices are long, and orders are in abundance until such is the fact. Tin also maintains its price, and a steady but moderate demand is experienced. Tin-plates show no improvement, and holders are apparently anxious to realise, and clear off their stocks. Lead is in good request, and prices firm. The following are the quotations:—Iron: Merchant bar, 62. 10s. to 62. 12s. 6d. per ton.—Tin: Common block, 1297. per ton; common bar, 1307.; refined block, 1377.—Tin-plates: Charcoal, IC, 31s. to 32s. 6d. per box; coke, IC, 25s. to 26s.—Lead: English sheet, 23s. 10s. per ton; English pig, 22s. 10s.—Copper: Cake and tile, 1677. 10s. per ton; best selected, 1107. 10s.; sheathing and bolt, 1s. per lb.—Yellow metal sheathing, 10d. per lb.—Steel: Blistered, 30s. to 40s. per ton; spring, 18s. to 24s.; cast and shear, 50s. to 60s. per ton.

**THE TIN TRADE.**—Under date May 26, Mr. N. Breebaart (Goll and Co., Amsterdam) writes:—The Dutch Trading Society have announced the annual sale of Banca tin for July 7 next, at Amsterdam. The quantity will consist of 146,214 slabs, in lots of about 500 slabs each, usual conditions, including 20,000 slabs afloat, prompt.

The imports of metals, metallic ores, and minerals identified with mining, into London since our last report has been—Copper, 1139 casks from Adelaide; 299 bars from Buenos Ayres; 1455 ingots from Genoa. Regulus: 27 hogsheads from Adelaide. Yellow metal: 110 packages from Hamburg. Lead: 2636 pigs from Cadiz; 32 pieces from Sydney; 4638 pigs from Malaga; 1333 pigs from Antwerp. Spelter: 15,314 plates from Hamburg; 20,210 plates from Stettin; 4424 plates from Memel; 134 cases and 77 casks from Antwerp; 50 cases of nails from Antwerp. Iron: 490 bars from Gothenburg; 763 bars from Gelfs; 38 tons of scraps from Sydney; 44 tons old from Launceston; 2800 barrels of nails from Antwerp. Steel: 500 kegs from Gothenburg. Black Lead: 196 casks from Hamburg. Brimstone: 545 tons from Terra Nova. Charcoal: 50 casks from Antwerp. Antimony: 7 casks from Hamburg. Manganese: 20 cases from Rotterdam. Sulphate of potash: 5 cases

from Antwerp. Sulphate of lead: 2 casks from Boulogne. Saltpetre: 100 bags from Calcutta; 269 bags from Kurrachee; 2413 bags and 30 cases refined from Bombay. Metals not described: 15 casks from Bermuda; 13 bundles from Antwerp; and 18 packages from Malaga.

The following are the Government Returns of the exports of articles identified with mining, the produce and manufacture of Great Britain, for four months ending April 30, 1859; and also as compared with four months ending April 30, 1858; extracted from the "Accounts relating to Trade and Navigation," published by the Board of Trade:—

DECLARED VALUE FOR FOUR MONTHS ENDING APRIL 30.			
	1858.	1859.	Increase.
Coal and culm	£ 877,054	£ 908,528	£ 31,474
Hardware and cutlery	939,651	1,182,163	242,512
Machinery:—			
Steam-engines	£338,676	£199,101	139,575
Other sorts	645,885	984,841	338,956
Total	£2,801,266	£3,019,281	£218,015
Less decrease machinery			139,575
Total			£71,440

Metals:—			
Iron—Pig	£207,915	£285,229	77,314
Bar, bolt, and rod	582,627	811,061	228,434
Wire	69,839	69,283	556
Railway	928,584	1,191,160	262,576
Cast	258,681	280,236	21,555
Wrought	789,848=2,931,489	986,271=3,632,240	70,741
Steel	141,985	260,565	118,580
Copper—Unwrought	151,758	275,859	124,101
Sheets	491,670	450,851	40,819
Wrought	186,002	829,439	643,437
Brass	47,266	85,438	38,172
Lead—Pig	106,474	169,038	62,564
Ore, litharge	47,265	68,256	20,991
Tin—Unwrought	82,889	101,256	18,367
Plates	358,494	441,385	82,891
Grand total	£2,346,538	£3,693,802	£1,347,264
Less decrease copper			17,352
Total			£1,330,000

The Chemical Market has been extremely inactive during the week, and prices are without alteration. For saltpetre there has been very little enquiry, and in most instances where sales have been effected it has been at a slight reduction. Of Bengal no public sale has been held, but privately about 1000 bags have changed hands—refraction, 103, 114, and 74 bringing 45s. and 5 to 31 per cent. 46s. to 47s.; to arrive, 50 tons Feb. sailing, sold yesterday at 45s. 6d., ref. 4 per cent. Distant shipments may be quoted at 43s. 6d. to 44s. per cwt. Of Bombay 1800 bags have found buyers privately at 35s. for ref. 73½ to 470 per cent., and a parcel of 250 bags offered in public sale and bought in was subsequently placed at 34s. 6d. to 35s. for ref. 68 to 52 per cent. A parcel to arrive, March shipment, has been done at 44s. At auction yesterday 297 bags Bengal, ref. 33½, were bought in at 47s. 6d.; 308 bags Brown Bombay, ref. 46½, sold at 35s., one lot 34s. 6d. per cwt. The present stock is 3149 tons, against 5032 tons at the corresponding period of last year. A parcel of 9 casks of oxide of zinc, a little damaged, was sold at 9s. Plumbago has been sold, nearly 400 barrels, at 8s. to 12s. for lump, and 7s. to 8s. for small. Brimstone is inactive at 9s. on the spot, and 8s. 10s. to arrive.

The MINING SHARE MARKET has shown more activity this week, and large business transactions have taken place in several speculative mines, as well as in dividend and progressive stocks; and the market has also experienced great and sudden changes. Soon after our last a demand sprung up for Harriets, and shares rose from 10s. to 17s., on receipt of a telegram at the office, announcing a discovery, but when the nature of it became known on Monday, a reaction took place, shares receded to 12s. 6d., and they leave off 10s. to 12s. East Russell, as usual, have also had several ups and downs. Early in the week a report was received at the office of the company, from the captain at the mine, to the effect that the long expected "junction" had been met, and from his poor and meagre description of it, shares dropped to 7½ sellers. On Wednesday, shares rose in one hour from 7½ sellers to 10 buyers, and almost as suddenly dropped again to 8½, 9, sellers. We endeavoured to trace the cause of this violent fluctuation, but could not succeed, although we heard whispers of "telegrams" and "improvements." The truth was, we suspect, that some telegram or other *did* arrive, and the "bears" getting alarmed, rushed into the market to buy, and when they had made up their "books," and ceased buying, a reaction again took place. On Thursday, the managing agent, Capt. Richards, of Great Devon Consols, inspected the mine, and his report, received on Thursday, stated the junction of the lode had not been reached, as the captain had previously reported, and that the lode was "exceedingly promising;" upon this the shares again became in demand, and after a large business, leave off 9½, 10 buyers. As numbers of persons sold out their shares at 7½ to 8, on receipt of the captain's report on Monday, the result has proved to them most annoying, and we shall not, at present, refer to the many insinuations abroad. We have in this place expressed a strong opinion that a good course of ore would be met with at, or about, the junction of the north and south lodes in the 88, and from a report we have just seen, we are more convinced of it than ever. An important feature at present is, that the lodes and the elvans are together again; and as there are only 3 feet now between the lodes, they may probably come together again in about 6 feet further driving. Grambler and St. Aubyn shares have been done as low as 63, and leave off 63 to 65, being a fall of 39s. per share within a few months, without apparently any adequate cause. Some of the ends are certainly not looking so well, but the shaft continues sinking, worth 25s. to 30s. per fathom; and in the 36 there are only 3 fathoms more to drive to cut the north lode, which may prove of importance. North Roskear soon after our last rose to 25, but leaves off flatter, at 21 to 23. Wheal Margaret have been pretty good request, and leave off 70 to 75, ex dividend of 5d. declared at the meeting. Providence Mines have been more freely offered, and leave off 75 to 8



SECRET



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 A blank form of Memorandum of Agreement, for facilitating the giving and obtaining of permission to explore mineral property, based upon the much-admired German mining law, and similar in effect to the "Schürfschein," has just been printed, and will be forwarded by post on receipt of the price. The use of this form will infallibly prevent the refusal, so frequently complained of, to grant a lease after the necessary trials of ground have been made, and much expense incurred.  
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### Notices to Correspondents.

•• Much inconvenience having arisen, in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly filed on receipt: it then forms an accumulating useful work of reference.

SIR.—Can any of your correspondents inform me where I may obtain Holmes's *Treatise on Coal Mines*, and its price?—*Coal Miner: Merthyr Tydfil.*

MINING EDUCATION.—Simultaneously with my last communication to you on this subject, a letter appeared on the subject of the Bristol Mining School, which, according to the writer, is likely to follow in the wake of that of Truro. This is a great scandal to all the colliery owners and mine proprietors in general. A few years since it was proposed that mines should be rated to the poor: this was justly opposed; but I do not think there would be any injustice if a tax according to the produce of each mine were levied on them for educational purposes: it is true that in the first instance there would be many grumblers, but the impost is for so praiseworthy an object that in the course of a few months those who would not willingly give would be shamed out of a contribution. A small grant from the Government, with the aid of an Act of Parliament, would do much. There is, however, some consolation under all these difficulties. Every year the Government School of Mines is turning out efficient pupils: as these acquire practice they will be enabled to communicate knowledge to the successors of the present wilful and prejudiced generation, who in ignorance so contumaciously reject the boon which is offered them.—J. C.

SIR.—Can any of your readers oblige me with answers to the following questions?—What has become of the New South Wales Coal and Inter-Colonial Steam Navigation Company; and has anything been returned to the shareholders?—What has been done with the directors of the Ceylon Land and Mining Company?—What are the probabilities of having any return from the Cordillera or Monarch Gold Mining directors?—A. V.

PORT PHILLIP AND COLONIAL GOLD MINING COMPANY.—A short time since a correspondent enquired what were the conditions existing between the Port Phillip and the Clunes Companies. Seeing that no official answer has been made to the enquiry, perhaps you will permit me to reply that the Port Phillip Company undertake to crush a certain quantity of quartz (about 50 tons per day) for an agreed upon sum, to be paid by the Clunes Company. The latter, after a deduction of 10 per cent. royalty has been made, realises the amount accruing from the sale of the returns. In the event of the quartz becoming diminished below the specified amount, the Port Phillip Company does not sustain any pecuniary loss.—L.

TAVY CONSOLS.—In your report of the South Lady Bertha meeting, last week, it is stated that the services of Capt. Goswami are to be dispensed with, while in Tavy he is to be retained. By the miner-like manner in which Tavy has been developed, it is thought probable that mine will soon be in a paying condition; while all agree in ascertaining that, considering the neglected condition in which it has been left, a vast amount of work has been done for a comparatively small outlay. The only complaint urged against Capt. Goswami in South Lady Bertha is that the mine has not been so quickly developed as he thought would have been the case, but seeing that the mine is now opening well, that the middle lode will be cut in a few days and the south lode in a short time, and that now there are favourable indications for copper—indeed, the most favourable that have yet been presented—it seems somewhat immature to adopt the course determined upon at the meeting. The Chairman bore testimony to the fact that Capt. Goswami was himself convinced of the results which he had reported would be realised, and that the only tangible complaint which could be urged against him was that he had, perhaps, been somewhat too sanguine. The testimony of many eminent mining agents in the district would be thought a conclusive proof of the skill of Capt. Goswami, had not the development of Tavy Consols to the satisfaction of all interested supervened.—SHAREHOLDER.

WHEAL GOSWAMI.—Can any of your correspondents inform me how the affairs of this company have been settled? There has, I am aware, been a decree of the Stannaries Court; but I have been informed that some of the parties interested are about to throw the mine into Chancery. Surely the shareholders in this unfortunate undertaking have had enough litigation. Previous to the mine being removed to Cannon House, it was in difficulties; but all the good we effected was realising the old saying, "Jumping out of the frying pan into the fire."—G. W.: St. John's Wood.

TREWANE MINE.—"R."—The death of Capt. Thomas Goldworthy was noticed in the Journal of May 11. Poor Goldworthy was only 21 years of age, and supported his mother.

IRON MINING IN CORNWALL.—The Restormel Mines, I perceive, have nearly suspended operations: these mines were known to have produced a superior description of iron. This and the adjoining country appears to be not so prosperous for the working of iron as it is of copper and tin. It is, however, to be hoped that the new concerns which are opening will, under more favourable auspices, be better enabled to make returns than the old mine of Restormel, which, it may be remembered, a few years since was visited by the Queen and Prince Albert.—CORNBURGH.

GOLD IN TONE.—I notice that your old correspondent, Mr. William Radley, C.E., has made a great find in Australia. I have no reason to doubt his veracity, though at the first glance there appears to be great improbability. I only trust that he will verify his assertion by dispatching some of the gold to this country. From the known character of the Australian gold diggers, I fear, however, that the moment his secret is bruited there will be a rush to his location. This discovery pales that of Mr. John Calvert, and that gentleman cannot now expect any one will embark with him in a speculation to obtain gold in cwt. when it can be raised in tons. The extraction of the gold by means of soda, and the other processes we have lately heard of, will now be but of little avail, as the quantities there promised will render the operation of chemical or mechanical manipulation of little value. Had this discovery been made several years since, in all probability the Australian gold mining adventures would not have turned out so unfortunate to the shareholders, as in every instance appears to have been the case. Your readers, I have no doubt, will look forward with great interest to any further communications that may emanate from Mr. Radley.—T. B.

LAKE BATHURST MINING COMPANY.—"A Shareholder" (Brighton) enquires whether there is any likelihood of any money being returned to the subscribers of this unfortunate company. Mr. Bagshawe, the late member for Harwich, was one of the directors; owing, however, to his connection with this association, he became involved in several law suits. It is the opinion of all who were connected with the concern that not a shilling will ever be returned to the unfortunate proprietors.—C. S.

LADY BERTHA MINING COMPANY.—In your report of the meeting, I perceive that the proposition to raise the salary of the agent was negatived by a small majority of the proprietors. It has always been said that "the labourer is worthy of his hire." I do not wish to enter into the merits of the case, but in my opinion it is always injudicious to propose an addition to any officer's salary unless it can be carried; it generally only breeds discontent, and tends to make persons dissatisfied with their position, and thus cramp their energies. I by no means infer that such will be in the present case; but I do think when a man devotes the whole of his time to one mine, he ought to be paid in proportion. The case is widely different where he has to superintend several, and merely visits them once a month.—JOSYIAH.

ALUMINIUM-BRONZE.—In the interesting article which appeared in the Supplement accompanying last week's Journal, reference was made to a letter from M. Christophe, communicated to the Académie des Sciences by M. Dumas, relating to the durability of aluminium bearings for machinery. This letter will be found in the *Comptes Rendus* for April 4 (p. 690), and not on April 14, as stated in the article.

MINING INVESTMENT.—"One who knows something of the Mining Share Market" has himself much to learn before he can safely advise others. It would be impossible for any but the initiated to obtain the particulars he considers requisite before embarking capital in mining undertakings. Advice from reliable agents should be sought and confined in.

SPARGO'S NEW MAP OF CORNWALL.—An instance of the practical value of this publication has recently occurred to me. A gentleman had purchased shares in a certain mine, said to be in the St. Ives district; it turned out, however, that the mine is in the parish of St. Ives, which is wholly different, and has in this, and possibly on many other occasions, led to great disappointment, disgust, and litigation. Now, were the parties furnished with a copy of this useful publication they could hardly fail to discover so glaring a mistake, though they only consulted it by the most casual glance. It is one of the principal and distinctive features in the modern phase of mining that its professors endeavour to simplify the study and practice thereof; and Mr. Spargo has earned for himself a well-merited respect for his endeavours, and I sincerely hope his publication will be as extensively patronised as its utility deserves.—GEO. HENWOOD.

•• Any reader having copies of the *Mining Journal* for Jan. 1, 8, 29, Feb. 12, and March 19, which he does not require, will oblige by forwarding them to our office. They shall either be paid for, or papers of other dates forwarded.

### COLLIERY OPERATIONS—FOUR £5 PREMIUMS.

Some gentlemen, interested in the WORKING OF COAL IN THE UNITED STATES, are anxious to obtain and disseminate reliable information as to the most efficient and economical system of working practised in the Collieries of Lancashire, Newcastle, South Wales, and Scotland, with particulars of the most approved Machinery and Implements employed, their makers, price, &c.; they, therefore, offer a PREMIUM OF FIVE POUNDS for a Paper containing the most complete information. It is proposed that a general description of some large Colliery in each district be given, with the system of management pursued, number of men employed (classified), particulars of machinery, tools, makers' names, price, &c. The papers to be forwarded to the *Mining Journal*, in which one or more, as may be decided upon, shall be published, and 5l. be given to the author of the most approved from each district. Careful arrangements will be made, in order that the selection of papers for the prizes may be rendered satisfactory.

We are now enabled to publish a list of the gentlemen who have consented to act as judges of the papers forwarded from the several districts in competition for the premiums offered, and may congratulate those intending to compete upon the certainty of impartiality which the names of the judges guarantee. That all may have an equal chance of success, we repeat, that although the requirements of the papers are such that none but practical men should write, the papers are intended for owners of coal properties, and not for the instruction of practical colliers. The papers should contain such general information as ought to be possessed by the said proprietors of coal lands, to enable them to act judiciously in the selection of men and machinery, and to ascertain the amount of capital required. The papers will be submitted to the following gentlemen, to decide upon the most praiseworthy:

FOR THE SOUTH WALES DISTRICT.  
 LIONEL BROUGH, Esq., Government Inspector of Coal Mines for Monmouthshire, Gloucestershire, &c.

THOMAS EVANS, Esq., Government Inspector of Coal Mines for Glamorganshire and South Wales.

HANDEL COSSHAM, Esq., F.G.S., Shortwood Lodge, near Bristol.

FOR THE NORTH COUNTRY DISTRICT.  
 MATTHIAS DUNN, Esq., Government Inspector of Coal Mines for the Northern District.

JOHN JOB ATKINSON, Esq., Government Inspector of Coal Mines for the South Durham District.

FOR THE SCOTLAND DISTRICT.  
 WILLIAM ALEXANDER, Esq., Government Inspector of Coal Mines for the Western Division of Scotland.

FOR THE LANCASHIRE DISTRICT.  
 JOSEPH DICKINSON, Esq., Government Inspector of Coal Mines for the Manchester District.

WILLIAM PEACE, Esq., F.G.S., Haigh Colliery, Wigan.

All persons intending to compete for the premiums must forward their papers, under cover, to the Editor of the *MINING JOURNAL* before Saturday, July 30. One side only of the paper must be written upon, and each contribution must be distinguished by a motto—a corresponding motto, and the real name of the writer being enclosed in a sealed envelope and forwarded with it. The names of the successful competitors alone will be published, and the closed envelopes will not be opened until after the premiums are awarded. The four papers pronounced by the judges to be the most commendable will be published in one or more Supplements to the *MINING JOURNAL*, and the premiums will be forwarded to those entitled to them immediately on the awards being made.

## THE MINING JOURNAL

### Railway and Commercial Gazette.

LONDON, MAY 28, 1859.

An autocratic decree has gone forth in India, which is deserving of being known at home, being a manifesto, supposed to be under Lord STANLEY's sanction, to all officers of the Government, forbidding them, under pains and penalties, from having communication with projectors, engineers, secretaries, or directors of railway, mining, irrigation, or other public companies. It is supposed that this applies to officers in the Public Works Department alone, and that it has been only issued to the civil engineers, military engineers, or others in such employment, but it has been likewise issued to the civil and uncovenanted servants. Of course, there are various good reasons which might be assigned for such an order. It might be to prevent Government servants from engaging in speculations, from getting up companies, becoming directors or officers of them, and favouring one undertaking instead of another. Unfortunately, it does not prevent jobbery, which is as rife in India as ever. It is said that great inconvenience arises to Government from local officers giving opinions in advance, when the subject is liable in due course to be referred to them for report. It is, however, affirmed that the real pinch is that undertakings are forced upon the Government, with the evidence of their own officers in favour, and that when the Government wants to shelve useful undertakings, or to keep them back, they have urged upon them the opinions of competent parties that the works ought to be carried out. Thus the designs of Government functionaries at home and abroad are thwarted by local action, and many important enterprises are forced on, and being brought before Lord STANLEY he gives his approval to them as being for public benefit, without regard to departmental considerations. It is broadly asserted that the manifesto has been issued more especially on account of two or three cases—Col. COTTON's reports, which led to the guarantee of the Madras Irrigation Company; Mr. HYDE CLARKE's correspondence in agitating for the railway from Calcutta to Darjeeling, which has been approved; and Col. GOODWIN's advocacy of Mr. W. P. ANDREW's North of India Tramroad Company, for making available the great iron districts of the North Centre, and which the Government have denied to the company, with the intention of doing it themselves. Thus several great undertakings have been forced on, and the Government is committed to them, whereas under the old system they would have lingered for years. The truth is, the Government functionaries are thoroughly beset with projects of all kinds for the improvement of India. Formerly they could play with these as they liked, and subject them to a system of correspondence under which they got lost for years, or could only be fished up by some influential clerk or proprietor. The Indian functionaries were under the yoke of the Board of Directors, and were afraid to do anything out of prescribed routine, and their districts languished for want of the necessary improvements. Now that the double

Government has been abolished, they have assumed a more independent bearing, and have exerted themselves to obtain railways, roads, and irrigation works, to open mines, and to promote settlement and cultivation, and Lord STANLEY's direct intervention has been such as to give energy and vigour in the proceedings. Thus, as in the cases cited, all the authorities have taken a deep interest in promoting the undertakings, and the obstructive element of the old Government, which is still unquenched in Leadenhall-street, and in the presidencies, has been interfered with. The obstructives maintain that in the financial difficulties of India public works must be suspended. Lord STANLEY and the progressive party maintain that public works can alone retrieve the finances of India, but Lord STANLEY himself has a very difficult task, for the old Indian party is still so strong, and occupies so many important administrative positions, that he is obliged repeatedly to give way. Hence the order to which we have now referred.

It has been well observed, that the order is offensive to men in important professional positions, and exercising the functions of Government in large districts; and that in any one of our colonies the Colonial Office would not have dared to issue such a document, which would have been received with general indignation; but in India, as we have said, the old policy is not yet dead. The measure, it will be seen, is more important in fact than in form; because, by forbidding intercourse respecting projects, it places an effective check on enterprise; first, by cutting off the supply of information, and next by preventing the companies from consulting the opinions of the local authorities, unless they have the power of influential parties here. The mischief of this to the mining interest alone is considerable, because to them it is of the greatest importance, in the present stagnation arising from the war in Europe, that public enterprise in India should be pushed on—railways in particular, as great consumers of metallic produce, iron, steel, copper, brass, tin, and zinc.

Some may rejoice that Indian mining enterprise has received a blow, but those are short-sighted, because it is to the development of enterprise generally in India we must look for the improvement of that country as a market. Mining has been greatly developed in the United States, and yet that country is the largest, steadiest, and safest consumer of our metallic productions. Occasionally a particular mine or manufacture may drive out one description of produce, but it is generally by creating and opening another market. If it had not been for the American iron manufactures, railways and internal communications would not have been so rapidly opened in the United States, nor would there have been so good a market for our own iron and steel. So in the case of the North of India Tramroad Company, by promoting iron manufactures in Kumaon and Gurhwal, it would supply local tramways, which enable our hardware, copper, tin, and other goods, to penetrate the central districts of India, and by cheap transport to compete even with local produce.

The Government returns from the department of the Board of Trade are issued with respect to the exports from the United Kingdom of British produce and manufacture, for the month and the four months ending April 30. The total declared value for the shorter period is 11,330,790l., and 41,851,524l. for the four first months of the year, which, as compared with the totals of last year, is an increase of 1,869,297l. for the month, and 8,889,801l. for the longer period; the aggregate amounts, then, being 9,451,433l. and 32,961,723l. The improvement shown on general balance, with reference to metals and their manufactures, is 1,347,264l.; the amount for the four months of 1858 having been 7,346,538l., and 8,693,802l. for 1859. Machinery gives a decrease of 58,951l., arising entirely from a falling off in the exportation of steam-engines, as in other sorts there was an excess over last year of 82,624l. In copper there was likewise a decrease of 17,267l. The chief improvement is in iron, which amounts to 709,751l. Tin gives an improvement of 238,341l.; but the general details will be found, as usual, in another column.

A point of much interest, at the present moment, is the position of our international trade in gold and silver bullion and specie; and we regret to find that the returns before us show a balance against this country. The imports for the month amounted to 2,971,912l., and the exports to 4,942,468l., so that the difference was 1,970,556l. in the adverse sense. This resulted chiefly through the shipments of silver to Egypt, in transit to India and China, which was 3,064,698l. in the aggregate of exports, against 1,601,164l. of imports; but it is now understood that the East India Company will not continue to make further remittances of silver in large amounts, an improvement may be looked for in future returns. For the four months the imports amounted to 11,293,503l., and the exports to 11,845,053l., being, consequently, 551,550l. against this country, again resulting from the exports of silver, which were 6,816,023l. to Egypt. The imports of gold were in excess of the exports, the former being 5,256,177l., and the latter 4,782,785l. France continues to be the heaviest drain for gold, and the source of our supply of silver.

Of the general exports, exclusive of gold and silver, for the three months ending March 31, and which amounted to 30,520,794l., the present returns show that 20,207,134l. was the declared value of produce and manufacture sent to foreign countries, and 10,313,660l. to British possessions.

Considerable surprise has been manifested in certain influential quarters at the difficulties which appear to obstruct the gun trade in this country. What the precise nature of those obstructions to this branch of industry is it is rather difficult to discover; and, therefore, it is not surprising that great diversity of opinion exists on the subject. One party blames the illiberality of the Government, while another as severely assails the impolitic obstinacy in minor matters of the manufacturers themselves. In the mean time the trade is being diverted from its proper and natural channel, and Belgium obtains that which essentially belongs to Birmingham and other localities. Here, then, is a strange and vicious anomaly—the hands of this species of labour in England are by no manner of means full, and yet our Government is "forced," by some unaccountable pressure, to give orders to the Belgian houses of MALHERBE and Co. and others for 200,000 rifles, the orders to be immediately executed! Surely such a requirement could be more appropriately met at home, and we venture to say the material supplied would pass the most minute inspection which the Board of Ordnance, in its very perspicacious and critical wisdom, could apply. Orders amounting to 12,000,000 fr. or 13,000,000 fr. (520,000l.) have been poured in on the Liege and other manufacturers, a great portion of the demand being the requisition of the English Government. There is something wrong in this state of things, and the question becomes every day more and more important as to why and wherefore should we go far a-field for that which we can procure at home. No one would be so stultified as to attempt the slightest denial of our capability to "turn out," to the satisfaction of the most martinet inspectorship, rifles or other guns which the service may stand in need of. It would seem, however, that the system of importation of arms is upon some abstruse political reckoning adopted. It cannot be for the ordinary reasons which bear upon such a course. Even were the working staff of our manufacturers the fullest and most complete, there would be still room for hands to work a surplusage of business, and estimating the power which in the manufacturing districts can at any moment be brought to bear upon—estimating even at a low rate the unemployed means which is available, we can deduct no true reasoning, we can establish no palpable cause why the Government patronage should be transferred to any foreign manufacturing commercial company or association. There may, however, be motives essential to circumstances, and to a particular policy, which impel the authorities to seek the aid of foreign manufacturers in an exigency of this nature; but to all uninitiated in such official arcana it appears truly a difficult problem to solve, why there should not occur a regular attempt at business negotiations at home for the supply of arms before the Government of this country should, in the latitude of its power, infuse that monetary sustenance into a competing manufacturing country which is found wanting at home. It is not upon light grounds that even such an irresponsible course should be adopted, the more particularly when it is officially reported from Birmingham, within the present week, that none of the manufacturers are busy—that, in fact, there is a lull, orders being scarce, and upon a very trivial scale. The state of the iron trade, we may safely say, is not *pari passu* with the commercial progress of other industries in this country; and it is a self-evident truth that every exercise of a salutary policy in our political economy should be directed to the fostering, strengthening, and advancing of that manufacturing interest (iron), which has been ever one of the most staple bases of our commercial greatness. It is reported and credited that Government is about to invite tenders for 300,000 guns, or thereabouts, chiefly, we believe, rifles; but it would seem the chance of our principal sources of manufacture being drawn upon depends on the result of communications with the authorities at the War Office.

To stick upon trifles in a matter involving the artisan labour and commercial interest of the country would be at once unworthy of those from



whom such a demand emanates, and those whose calling it is to supply it. It is, therefore, to be hoped that the negotiation will resolve itself into business contracts, fair to all parties, and it will not be on slight grounds that the power of home factors will be left untouched. The Birmingham contractors are certainly not without food for enterprise at the present moment, and many are busily engaged in perfecting small-arm orders: but it must not, at the same time, be lost sight of that they could accomplish much more. Nor is the sound policy to be shirked which should prevent the Government from turning capiously from negotiations, through the perfecting of which some of the money levied on the country can be returned to it. At all events, such moneys should not be permitted to cross the Channel, to the detriment of our national labour. Some time back we called attention to the competing power of the manufacturing classes in Belgium, and what we then said is now materialised, and placed palpably before us. Nor can we hesitate, at this stage of the question, to open our astonishment at the "stiff-neckedness" which is said to characterise the "bargain-striking" between the War Office and the manufacturing interest. Where the *hitch* is it not for us to determine, but we are too sincerely inclined to give credit for a wise discretion to the contracting parties, to divest ourselves of the hope that the ordinance exigencies of the time will be supplied by the legitimate enterprise of the country.

In a Belgian paper, generally pretty well informed on these matters, it has been stated that out of an order for 400,000 rifles determined on by the British Government, 200,000 were destined to be manufactured in Liège, and the rest, if on the Government terms, at Birmingham. This statement, however, has not been authenticated in any way at this side of the water; nor are we inclined to give credence to the report. However, the expectation has been acted upon by the arm-facturing classes of the Continent, and we should regret in a general sense any disappointment to their industry; but, while dealing fairly and liberally with them in all our international commercial relations, we would suggest that conservative policy to our governing powers which retains with firm grasp the means of supporting our home trade and manufacturing institutions, until in their inability to achieve they cry, "hold, enough!"

The NATIONAL BANK held, on Tuesday, its 24th annual meeting, the details of which will be found in another column. For the year 1858 the directors have been enabled to distribute dividends and bonuses amounting to 12 per cent., besides adding 19,175*l.* to the reserve fund, or undivided profits. The accounts to end of December last show an increase of nearly a million sterling in the resources of the bank since December of the previous year. During the current year the deposits have been continuously increasing, being 5000 more than the previous year; and the current circulation of notes is so far beyond the authorised limit as to necessitate the keeping on hand a large amount of specie to cover the excess of issue, as required by the Act. The business of the establishment in London has so largely increased that it has become absolutely necessary to erect a larger banking-house, for which purpose offers had recently been made by the board to purchase the two adjoining houses, on which site it is proposed to erect a commodious and magnificent establishment. The progress which the National Bank, as a great commercial institution, has made must be as satisfactory to those to whom its management is entrusted as it is peculiarly beneficial to those who reap the accruing profits, while, at the same time, proving of infinite commercial advantage to the respective localities in which its branches have been established. This bank has not only pre-eminently gained the unalloyed confidence and good-will of the people, but it has become so indissolubly associated with the various commercial and social interests of Ireland, that it is now fully recognised as one of the honoured and established institutions of the country. When in the face of the extremely low rate of interest which prevailed last year, out of the net profits can be paid dividends as high as those which this bank has paid, is a conclusive proof that when banks are properly conducted and judiciously managed they must at all times and under all circumstances be a source of safe investment, and productive of satisfactory and compensative results.

We proceed with our observations on the proposed new and additional articles and customs for the High Peak.

The framers of the High Peak Act were actuated by a liberal and enlightened policy, and left it to the discretion of the miner and capitalist whether they would or not incur the expense of a written conveyance, in order to transfer their interests in their mines. This discretion, though of the greatest value to the public, is endeavoured to be filched from them by the proposed second new and additional article, which provides that "On any person transferring any mine or vein, or any share or interest therein, to any other person, the transferor and transferee shall both execute a transfer in the words, or to the effect set out in the rule." Now, we do not hesitate to state that a more vicious rule could not be framed—that it is clearly suggested by "a covetous spirit"—that it is immensely against the interest of the miner—that it is a studied and severe blow, aimed with legal acumen, against the mining enterprise in the High Peak—and that it has been suggested by a desire to arrogate to the officers of the district all the profits and emoluments of every transfer. The solicitors and other legal gentlemen resident in and around the High Peak district should take alarm, be up and doing, and not allow their just professional rights to be monopolised by a few parliamentary officers.

But the lawyers can take care of themselves; our concern is for the miners, and certainly the forcing upon them of the proposed mode of transfer is a matter more serious than at first sight appears, and one, if allowed to become binding, will not only impose upon them a serious pecuniary burden, but render their titles subject to the meddling interference of officers with whom they have no sympathy, and whose interests are directly opposed to those of the miners.

No case is made out for taking from the miner his discretion in choosing his own form of transfer. No complaints against the present law have reached us, and we are unaware that the High Peak officers have been requested by the public to provide a form of transfer; but assuming they have, even so requested, even then it is clear that the author of the proposed form has suggested a most expensive and a most one-sided one.

But let us explain some of its most objectionable points. First, it provides that both transferor and transferee shall execute it, a provision utterly at variance with the law of the land as regards all other descriptions of property. Thus, when a grant of property is made, for instance, to A, the law assumes that A is benefited by the grant, and vests the property in A until he disclaims; and a very satisfactory and reasonable law too. Why, then, we ask, is the High Peak singled out as the place in which such law is no longer to prevail, and where henceforth every transferee is to be bound to sign, seal, and deliver a formal deed of transfer, thus adding expense to inconvenience? The only answer that strikes our minds is the extremely probable one, that the steward and barnmaster see their pecuniary profit in the arrangement, and are, therefore, anxious that every transfer shall be registered in their books.

But to another more serious point. The proposed article requires that on any person transferring any mine, or vein, or any share or interest therein—"observe, any share or interest therein"—a transfer shall be executed," &c. Now read the present law—"Any person may transfer his interest in any mine, or vein, to any other person, by causing an entry of such transfer to be made by the barnmaster in a book to be kept by him, and such transfer when so entered shall be valid and effectual." The difference between them is that the latter leaves everything to the discretion of the parties, whilst the former not only provides that a deed of transfer shall be requisite, although none is now necessary, and also that every transferee shall execute such deed, but also requires that every transfer of even the smallest share and interest in a mine shall be registered. By making the registration of the transfer of every share and interest necessary, it is sought to render compulsory the registration of the transfer of every share in a joint-stock company for working mines in the High Peak district, an attempt not only impolitic, but fearfully tyrannical. Not content with charging mining capitalists with the expense and inconvenience of a deed of transfer, it is also proposed to prevent the application of the joint-stock principle to Derbyshire mines by the imposition of such onerous duties and charges that no reasonable man can submit to. The cost and disbursement of this proposed article become at once apparent, when it is remembered that the barnmaster has a fee of 1*s.* for every transfer, and 1*s.* for every copy of the same. So that the bold author of the rule seeks to impose official fees of 2*s.* upon the transfer of every share, however small the amount may be, in a Derbyshire joint-stock company.

So flagrant and unjust an attempt upon the pockets of the public is unprecedented, and could only be suggested by the grasping and covetous notions of the author of the proposed new and additional articles and customs for the High Peak. We, however, after the above exposition of th

injustice of the rules, rest assured that many a day will pass before the proposed article becomes law, and after that almost impossible event a longer period of time will elapse before the public will either register their transfers of shares, or pay the fees consequent thereon.

The deputation appointed by the South Yorkshire coalowners have presented their memorial to the directors of the Great Northern Railway, and received an assurance from them that their grievances should have the best consideration, the greatest anxiety of the directors being to increase the trade in coals from collieries on their line of railway to the utmost possible extent. It is admitted that the existing arrangement has several advantages, and that to certain collieries a positive benefit has accrued; yet, it is urged, the defect of having but one seller in the market, instead of each coalowner being compelled to exert his energy to obtain a demand for his own coal, far outweighs all that can be brought forward in favour of the present system. The sole justification which appears to exist for advocating its continuance, is the fact that a few collieries whose coal is now sold in the London market would be excluded; but, as Mr. PLIMSOLL, the principal actor in the movement, argues, this only proves that such coal ought not to have been forced upon the London market by a low rate for transport. He continued, that if the same rate were charged for all coal that best fitted for the market would supply it, whilst the owners of the coal excluded from the London market would participate in the advantage of an augmented demand by the comparative monopoly of the local trade being secured to them through their neighbour's coal being withdrawn. The justice of this argument cannot, we think, be questioned—the better kind of Yorkshire coals, CHAMBERS'S Silkestones, for instance, will be brought into more prominent notice, and each description of coal from the South Yorkshire coal field will be ensured a ready sale at such a price as its intrinsic merits entitle it to, whilst the Great Northern Railway Company will secure to themselves larger profits than at present, by creating a greatly increased coal traffic over their lines.

#### ARIZONA SILVER MINES.

We gave an account some time ago of the discovery and early working of gold in Arizona, the new southern territory of the United States, acquired from Mexico as the Gadsden Purchase. We are now enabled to state the progress of silver mining, which began in 1857. At that time some American proprietors, desirous of profiting by the known riches of the abandoned silver mines in that region, got together with great difficulty a small company, under the name of the Sonora Exploring and Mining Company. With very much trouble they have got to work at Tubac, in Arizona. The region is in most places destitute of water and arable land, so far as known, so that it is supposed it can never become other than a mining settlement, and the difficulty of working is considerable for want of the resources referred to, while in the Mexican time the country was overrun by Indians, and they still give great trouble. The Mezcalero Apaches are on the borders, but the section near Tubac is that of the Pinal Apaches, who are about 1100 strong, with 300 warriors, armed with muskets and mounted on horseback. These thieves, as they are well denominated, have their stronghold in the neighbourhood of the Pinal Mountains, beyond the River Gila, in a district little known, and where in the summer they raise large crops of corn. In the winter they move down to Sonora, and supply themselves with stock and other plunder from the Mexicans, occasionally pilfering of the Americans, not one of whom but has some complaint against the gipsy hordes, and calls loudly for their repression. There is only one small United States military post in the whole territory, and the commandant was about to organise an expedition against the Apaches, when he was removed, and the Indian agent has since made a treaty with the tribe, which it is expected will be broken as soon as the presents are consumed. The Americans are, however, now too strong to be ousted, and this portion of the immense mineral country of Northern Mexico is redeemed from the blight of the savage.

The nucleus of operations in Tubac is the Arizona Company, which has restored some old workings, and set up small amalgamating works, in which hitherto only two barrels are at work, but which will include eight. It may be imagined that the ore is of considerable richness to pay the cost of transport of provisions, supply of quicksilver, and remittance of silver. Up to April 15 seven bars had been remitted; the last bar weighed 889 ozs., and was worth \$1134, the result of three days' amalgamation. It was remitted to New York by overland mail. The works are now remitting at the rate of \$1000 weekly, and this will speedily be raised to \$2000, as two more barrels are being set up.

The Union Mining Company is a new concern, which is clearing out two old mines. At the head of it is Col. Titus, of Kansas and Nicaragua notoriety, who has shown considerable vigour in his operations. One of the mines is named the Compadu and the other the French, and both were worked anciently by Jesuits or other missionaries. The Compadu Mine was re-discovered by Mr. George D. Mercer, one of the members of the Union Company, and near its mouth still stood a mission cross. In the neighbourhood is abundance of wood and water.

Tubac is now a regular American town, with a newspaper, the *Arizonian*, Hotel, stores, &c. The Tubac people, although their settlement originated in a desire to explore Sonora, are now indisposed to that undertaking, and give a very discouraging account of the state of Sonora, ravaged as it is by the Indians. They say it is no place for Americans, and they are, therefore, of course desirous that the tide of emigration in that direction should stay with them. It is, however, supposed that expeditions against Sonora are being got up in California, New Mexico, and the Pike's Peak district.

#### SILVER MINING IN NORWAY.

A fortnight since we gave a brief account of the produce of the Government silver-works at Kongsberg, in Norway, since which several correspondents have requested further information as to the silver-bearing districts in the vicinity, which have been neglected not only by the present Government, but likewise the Danish *regime* which preceded them. The answer to this, to any one who knows the locality, and the circumstances connected with it, can be easily given. For the last two centuries the Danish monarchy has been in a state of incipient decadence, and since the time of Christian IV. until the separation of Norway from Denmark, the mines of Kongsberg were merely considered as a source of wealth to afford money for the profligate monarchs who reigned in Copenhagen; no regard was paid to their efficient working, all that was required was silver to enable an extravagant Court to build palaces never finished, and emulate Parisian luxury. So grossly were these mismanaged, that nothing in the annals of jobbery in any nation could equal it; to such a pitch had this arrived, that at one period under the Danish dynasty a bishop was appointed the head of the mines. When the separation of the two kingdoms took place, the Norwegians had to re-organise the constitution of the country; instead of a mild and expensive absolutism, a constitutional and too economical Government was established, and this would allow no outlay to be expended on the silver mines at Kongsberg; indeed, so much were these neglected that the Storting would not allow the necessary sums for repairs of machinery, and in 1826 they were prepared to sell the whole property to an English company for 36,000*l.* a question, however, arose as to the maintenance of the poor, and no satisfactory agreement having been arrived at on this point, the negotiations, fortunately for the Norwegian Government, were broken off, and the mines have since that period realised a profit of over 1,500,000*l.*

It was well known that the district for miles around was silver-bearing; in fact, that in one district alone—the Anne Sophia—there were 36 mines opened, all of which had yielded silver so as to pay, but that these at various periods had been abandoned. The question is, how did this take place? This is easily answered. The Danes never worked the mines in a systematic manner, but merely for the purposes of plunder; the consequence was, that when one of these did not yield a profit it was immediately abandoned; they, however, did some service—they were indefatigable in their search for silver, and consequently laid open several mines at surface. These, to use a technical term, they "picked the eyes" out of, and then left them. It would be impossible in our present limits to enter into any detail of the gross mismanagement which has characterised the administration of this district; suffice it to say, that despite all the obstacles it has had to encounter, it has proved the richest silver mine in Europe, and now stands the largest producing one in the world. It may be asked why the Norwegian Government has not availed itself previously of the riches which it has had at its command? In the first instance, the State has always

been poor, and the Storting, composed as it is of the great radical party of the country, has constantly been jealous of allowing the executive too much power. Since 1856 they have relaxed the spirit of monopoly, and have now granted concessions by which individual or associated enterprise is allowed to develop the rich mineral resources which have so long lain neglected. In our former notice we alluded to the extent of the grant; this is by no means exaggerated: shafts and adits are sunk in several of the mines, while in others the backs are merely laid open. The amounts of capital required it would be difficult to say; it would depend upon how many of the mines should be worked. There are 36 comprised in the same grant, and those about to work them would naturally proceed *pari passu*. The sum of from 5000*l.* to 8000*l.* would in all probability enable the adventurers so far to develop the most promising workings as to make returns, and it would naturally follow as a consequence that a further investigation should take place in those that at first sight might not seem so favourable for present working. The country around is well timbered, and there is abundance of water power. As we have stated, there is an easy communication with England, and the telegraphic wires of Kongsberg communicate with those of London. Norway is out of the vortex of European politics, and any investment there is secure, nor likely to be depreciated, as it is anticipated may be the case on the Continent, where British capital is embarked, as the belligerent powers are not likely to respect property, whether it be in mines or railways, if they find it necessary for strategic and other purposes, either to plunder the one or destroy the other. Under all circumstances, so easy of access is the district of Kongsberg, and so great the facility of obtaining information on the spot, that it appears a fair and eligible field for investigation, and likely to afford a profitable remuneration for the capital which may be embarked in its development.

#### THE MINING AND INDUSTRIAL INTERESTS OF CORNWALL.

[FROM OUR CORRESPONDENT IN WEST CORNWALL.]

MAY 26.—The fall of the standard last week, and the decline of ore copper to 86*l.* 18*s.* per ton, seems to indicate another reduction in the price of copper, unless the somewhat better state of the money market should lead smelters to maintain present rates. The difference between the prices of ore copper and cake copper is now 20*l.* 16*s.* per ton—a much larger difference than has been made for some time past; if copper were reduced another 4*d.* per lb., it would render the difference about the average of what it has been during the last six months. It is hoped that there will be no substantial reason for a larger reduction; and, if not, the standard is already low enough to enable the smelters to realise at least their usual profits on the smelted ores.

The business doing in mining shares is rather limited, although there is any degree of improvement buyers are at once forthcoming. Wheal Buller shares are low, as the mine is discovering very little ore ground; the tin stops, however, are some of them good, worth from 20*l.* to 60*l.* per fm. A dividend of 3*l.* per share was declared last week, leaving about the same balance as before—980*l.* South Frances shares are from 190*l.* to 200*l.* West Basset is looking very well, and adding to reserves of ore ground. At East Basset, the lode is very rich in the stopes in the back of the 80, also in the 70 west, the winze below that level, and in the new shaft. At Buller and Basset Mine, there is a large and promising lode in the shaft. West Damsel is looking well at different points, and shares have advanced. The lode in the engine-shaft, sinking below the 100, is worth from 30*l.* to 40*l.* per fm. Condurow shares have advanced in consequence of the mine having improved. At East Carn Brea, the shaft is sinking in a very favourable lode. West Seton shares are at 400*l.*, and upwards. South Seton continues to look very favourable for ore in depth. There are reports of an improvement in Wheal Harriett. West Stray Park is in a progressing state. Wheal Grenville is attracting increased attention, and there is a good prospect of the perseverance of the adventurers being well rewarded. West Rosewarne, although in a promising piece of ground, has greatly disappointed the hopes of the shareholders. At Great Wheal Busy, the agents are pushing on the work in the western part of the mine, and many persons are sanguine of success in that ground. North Downs is looking better than for some time past. South Tolgus shares have an advancing tendency.

The Stannaries Court concluded its quarterly sittings last week at Truro. There was no case of public interest for trial, but an important judgment was given by the Vice-Warden in the case of Wheal Guskus. The judgment has a special bearing on the powers possessed by the lords of the mines for the recovery of dues. It appeared that in this case certain creditors to a large amount had filed petitions against the mine, and a decree for sale of the materials having been made by the Vice-Warden, the officer of the Stannaries Court took possession for the benefit of creditors. The lord of the sett, Mr. Hawkins, had not received dues for a long time, and the arrears were so considerable as to amount to 600*l.* The lord had two remedies for recovery of his dues on the ores. He might have sued the lessee, or lessees, of the sett, but, unfortunately, one of these was dead, leaving no property, and the other was a bankrupt. The other mode of recovery was by distress levied on the machinery and materials; but this the lord had neglected to effect, and when at length he attempted to distraint, he found the officer of the Stannaries Court already in possession on behalf of other creditors. The lord, by his legal agent, then instituted an equity suit in the Vice-Warden's Court, which came on in two forms—in the first, as a claim on the part of the lord to come in as a mining creditor for a share of the proceeds of the machinery and materials sold by the decree of the Court; and, secondly, as a claim to one year's rent out of the proceeds of the sale in the hands of the Registrar of the Court. The latter claim was founded on the statute 8 Anne, c. 14, sec. 1, for the more easy recovery of rents reserved on leases. The question was, whether there was in this case such a lease, rent, and relation of landlord and tenant, and such an execution by a sheriff, or other officer, at the suit of a party suing it out, as were contemplated by this statute. The Vice-Warden, in his judgment, examined the various authorities and cases applicable, and came to the conclusion—

"That the lord has no claim in the case, statutable or otherwise, to payment of his rent out of the fund in Court." "That fund," he said, "is distributable solely for the benefit of those mining creditors to whom custom has given a lien or hypothec upon the plant on the mine. Let us now enquire whether the lord is such a creditor. On the argument arising on the appeal from the Registrar's report, it was contended that the landlord, or grantor, was a mining creditor, entitled to a dividend with other creditors, and, therefore, admissible to proof of rent arrear in a creditor's suit. This is a question to be determined by custom, as shown by the records of this Court, or upon principle."

The Vice-Warden then examined into the records, and into the various cases and precedents produced, with a view of establishing the claim of the lord. He considered that these were unsatisfactory; and then arose the last question—could there be found any principle on which the claim might be admitted? The theory of a creditor's suit in equity was this—that where goods, labour, or other services have been supplied, or, in some cases, money advanced and expended in payment, by an agent of a mine, of such debts necessarily incurred, the creditor is considered as having looked to the machinery and materials on the mine as a security for his debt. On this point the Vice-Warden further said—

"The landowner who grants a lease or a liberty to mine has an easy remedy against the individual lessee; and if his grant is in the form of a lease of the land or mines, he has a ready way to recover his reserved dues, as soon as they are ascertained, by distress without any suit at all. The hypothec or lien of the ordinary mine creditor does not interfere with his right until the creditor has enforced his lien by a suit and decree of sale, which has finally appropriated the effects of the mine to the general body of mining creditors. Conditions still more severe have been often introduced into the lord's grant, which I will not further describe, but by which he can often secure priority over ordinary creditors. On the other hand, it is impossible that he should have been induced to grant the lease by the hope of being admitted to prove his debt and get his dividend, when by ordinary care and activity a more efficient remedy can be secured."

I am quite aware that it may be said, as it was in fact urged at the hearing, that by rejecting the claims of the landlord as a mine creditor for a dividend on the machinery he is put into an unfavourable position, and that the interest of adventurers dictates a policy which would encourage him to claim a share in the proceeds of the sale, rather than to exact the whole arrears of rent by an earlier resort to his higher remedies. If all other creditors had been of right admitted to prove, and if the distribution of the proceeds of the sale had the effect of exonerating the company from further claims, it would have been much to the interest of all companies that their landlords should be encouraged to come in and prove; but in companies of unlimited liability this is not the effect of a sale in a creditor's suit in this Court. The dividend is only a satisfaction *pro tanto*; and it much concerns those creditors in whom custom recognises a special lien on the materials, that the right to partake of this fund should not be extended to the general body of creditors. This lien unquestionably enables the adventurers to obtain credit on easier terms from the class of merchants on whom they must depend for their daily and necessary supplies, for the adventurers personally are but little known here; and in this view the companies, as well as the merchants and labourers, derive a direct benefit from the custom."

The effect of the usual creditors' suit is not that of a general winding-up of the company. It winds up only as between the company and a large class of its creditors. In some cases this is sufficient for the purposes of justice; but for an effectual and comprehensive provision applicable to all classes of creditors, the suitors of this Court must still be content



to wait, though not, I hope, very long. In the meanwhile I must decide this appeal from the Registrar against the claims of the landlord."

The Royal Institution of Cornwall held its meeting at Truro last week, and, if one may judge from the report of the Council, the attempt to establish a system of mining education for Cornwall has met with, and still receives, very little encouragement from the classes whose interests it was sought to advance. From the report it appears that the Mining School has been carried on for the last six months on a reduced scale. An evening school was opened at Pool in the latter months of 1858, and attended by eight diligent students belonging to the better class of miners. After Christmas the regular course of laboratory instruction was given at the Royal Institution, Truro, and continued for three months; and the council remark that, although the course was attended by only four pupils, "ample evidence was afforded that one great object in view, the maintaining in the county a centre of practical instruction in metallurgical chemistry, may be readily secured. Mr. Pearce also gave a popular course of chemistry in the lecture-room on one evening in the week, and on another he taught a class at Camborne. Altogether, above twenty persons connected with the mines have had the benefit of studying and working practically under his direction."

The Council further state, that an attempt was made, but without success, to establish classes at Camborne for mathematical and the allied studies in their bearing on mining. "It is proposed that Mr. Pearce shall next proceed to give an elementary course of metallurgical chemistry at St. Just, in Penwith, where a readiness has been shown to turn his services to account. It is considered but reasonable to require, as a test of interest in each locality, that the attendance of half-a-dozen pupils, and a contribution sufficient to defray local expenses, shall be secured, as a preliminary to the opening of classes by Mr. Pearce in any particular mining district."

These attempts to establish the means of instruction for miners are very praiseworthy on the part of the Cornwall Royal Institution; but the encouragement they receive is of so limited a character, that it can hardly be expected they will be persevered in. The truth seems to be, that education of the kind offered is not at present much valued by the mining community of Cornwall.

At the same meeting of the Royal Institution, a paper was read by Mr. W. Jory Henwood, "On Subterranean Temperature," the observations in which went to show that the temperature of mines progressively increases with their depth. Mr. Pearce, of the Mining School, read an interesting paper "On the occurrence of Silver Ore at North Dolcoath Mine." He remarked that the quantity of silver sold from the mine is about 30000 worth, and the small amount of labour connected with its preparation for the market (compared with other ores) renders it of great importance and value; and as the present working does not extend below the 16th level, it is probable this valuable ore may be found in large quantities in depth.

#### REPORT FROM NORTHUMBERLAND AND DURHAM.

[FROM OUR CORRESPONDENT.]

MAY 26.—The Coal Trade has not improved in tone since our last. Considerable dulness characterises the house coal trade especially; and at the best coal collieries on the Wear large heaps have accumulated, so that there is no alteration now, but working short time. At the extensive collieries of the Earl of Durham, and also those of the Marchioness of Londonderry, large quantities of coal are lying at the pit's mouth; and the working at those places has been reduced to four days per week. The freights continue better, and the change produced by the war on the Continent and other causes in the position of the shipping generally here, is indeed something remarkable, there being a scarcity of shipping in the Tyne; so that some of the collieries engaged in supplying contracts for gas coals, &c., have sometimes been stopped from this cause lately.

At the Chatershaugh Colliery little further progress has been made since we noticed the operations, as much water is met with from the old workings; which, in fact, keeps the engine constantly working, and it has not yet been materially reduced. It is expected that the Oxclose Collieries will be relinquished shortly, the shaft being situated near the extreme rise of the royalty, and the valuable coal at this point being nearly worked out. We noticed some time ago that the owners had commenced sinking a new shaft at the dip of this colliery; this has, however, been stopped from some cause—some misunderstanding having occurred with the proprietors of the soil; or, according to another version, the North-Eastern Railway Company have offered some obstructions to its progress, it being near the Victoria Bridge, on the Wear.

The Hebburn Colliery remains in nearly the same position, no attempt to close the "tubbing" having as yet been made; the shaft has been put into working order to that point, however, and when the engines are ready for working an attempt will be made to repair the damage, and re-open the colliery: the water issuing from the broken tubbing has reduced much. A considerable feeder, of course, still continues to run out. Much time, under the most favourable circumstances, must elapse before the colliery can be re-opened, the majority of the workmen employed have been discharged.

Thomas Smith, a horse driver at Bitchburn Colliery, near Bishop's Auckland, was leading wagons on Friday, the 13th inst., when his foot slipped, and falling with his legs over the rail the wagons passed over him, crushing him in such a manner that he died the following morning. A similar accident occurred at South Hetton Pit, on the 2d inst., to William Robinson, horse driver, who died a few hours after. A miner named John Brown, 60 years of age, was crushed to death between two coal tubs in Willington Pit last week. It appears the old man was coming along the roadway with a full tub, when he met another man with an empty one, and he drew his tub back into a siding to allow the other to pass. Another miner then came up with a full tub, and not having seen or heard the old man, he ran it right up against him, crushing him in such a manner that he died in a few moments.

On Saturday, a dreadful accident occurred at the Consett Iron-Works, in the rail mill, the fly-wheel suddenly breaking, spreading confusion and destruction around; it was making 70 revolutions per minute at the time of the accident. The roof was shattered some 160 ft. in length and 40 ft. in breadth, which fell on four men at work in front of the wheel. They were buried beneath the ruins, and measures were taken to extricate them, a very difficult task, from the quantity of heated iron, &c., lying around; the first man got out was Patrick Marther, aged 23, who had been killed instantaneously. Shortly after Daniel Duffy, aged 34, was discovered, he is much burned about the thigh, and injured about the abdomen, the forefinger of his left hand is also blown off. Matthew Murphy was covered by slates, &c., but after some time he was found bleeding profusely, having a piece of his nose cut off; he is also burned, and suffers much from wounds on the back of the head and neck. Michael Duffy, at the time of the accident, was carrying iron from the wagon to the shears; he was knocked down by a huge piece of iron falling on his legs, smashing them in a fearful manner, one of which has been amputated: for some time this case was considered dangerous, but on Sunday hopes were entertained of his recovery, as well as the other two. It is supposed that 140 men will be thrown out of work for some weeks. No blame is at present attached to any one.

A case of some interest came before the magistrates at Bishop's Auckland lately. A workman at one of the collieries of Mr. R. W. Jackson having sued the owner for arrears of wages, he alleged that the tubs he was accustomed to fill with coal for a certain price carried a certain weight in addition to the quantity mentioned in the agreement between him and the owner; he, therefore, sued him for the balance arising from this cause, which, for a certain period, amounted to upwards of 100. He was nonsuited, on the ground that he had sued Mr. Robson instead of Mr. Jackson, so that this being merely a technical point, the merits of the case were not entered into. The case will, however, be again brought forward, in a short time, and should the plaintiff succeed in establishing his claim, it will be a serious one for the owner, as the other men employed at the colliery will be in a position to prefer similar claims.

The case of Benoni and Wife v. Backhouse also possesses much interest for colliery proprietors and others. This case first came before the Court at the Summer Assizes at Durham on May 20, 1856, when this action and four others were submitted to Mr. Hindmarsh, to state a case for the opinion of the Court. The plaintiff's wife was the owner of certain buildings and premises at West Auckland, Durham, and the defendant was lessee of a colliery adjacent to the property of the plaintiff, and in 1849 he removed certain pillars at a distance of 280 yards from the property of the plaintiff (that is, horizontally, not vertically). This, it is stated, caused a movement of the strata, which in 1854 reached the property of the plaintiff, and the building being injured, the action was brought to recover compensation for such damage. To this the defendant pleaded the Statute of Limitations. The case, so prepared by Mr. Hindmarsh, came before

the Court of Queen's Bench, when, after argument, the majority of the judges decided in favour of the defendant. Against this judgment the plaintiff appealed to the Court of Exchequer, and the case was heard at that Court on Saturday, the 14th inst. Mr. Manisty appeared for the plaintiff, and contended that the statute did not apply, because the cause of action did not arise until the plaintiff's property became injured, and this was in 1854. Mr. Bovill urged that the cause of action arose upon the first removal of the pillars. The Court took time for consideration. We would call attention to the very remarkable fact that the pillars were removed in the year 1849, and that those pillars were a distance of 280 yards from the injured property; yet the injury did not take place until 1854, five years thus elapsing from the removal of the pillars until the period when the property became injured. Keeping this fact in mind, we cannot conceive that any experienced miner would contend that the removal of the pillars had anything whatever to do with the matter. Had such been the case, the movement ought to have taken place very soon after the removal of the pillars. Under the circumstances stated, we would look for the cause of the injury in the state of the mine underneath the premises; insufficient pillars being left there to support the strata was clearly the cause of the subsidence. If the defendant did this, we would suppose that he was liable for the damage sustained. If some other party prior to his occupancy of the colliery worked it, then the former lessee ought to be liable; but if colliery owners are to escape under the Statute of Limitations, we would submit that builders will have little chance of getting compensation, as if insufficient pillars are left underneath property, the damage would probably take place at remote periods afterwards,—say, ten or twenty years, or even at longer periods, subsequent to the working of the colliery. This case ought, however, to inculcate caution on the part of builders; they ought, if possible, to ascertain whether any old workings exist before erecting premises, as such cases have often occurred.

An important meeting of the Newcastle, Shields, and Gateshead Chambers of Commerce has been held to consider the present position of the export coal trade to France, Austria, &c. The speakers showed some irritation against the Government for having left open the question whether coal was contraband of war. A resolution protesting against the opinion expressed by the Foreign Secretary in the correspondence with Messrs. Nichol was carried unanimously. Mr. Brockett afterwards introduced as a subject for consideration the "Clearance Inwards and Lien for Freight Bill." It was agreed to approve of the Bill, under certain conditions.

#### THE IRON AND METAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT AT WOLVERHAMPTON.]

MAY 26.—If anything, there appears to be a slight improvement in the demand for manufactured iron of good quality. Stocks are very low, and hence orders cannot be long withheld, despite the uncertainty which exists as to the commerce of neutrals, and the future development and extension of the Italian war. There is, however, a decided indisposition to purchase pig-iron, and needy makers of that article find it difficult to realise upon their make, so as to carry on their operations. Manufactured iron of good quality is firm in price.

The proprietor of a colliery in this neighbourhood was announced to be in difficulties early in the week, but it appears likely that the matter will be arranged. So far it seems that the arrangement by which the Messrs. Cresswell were to go on for the present has met with no obstacle to its fulfilment, but scarcely anyone anticipates a successful result. The amount of their acceptances afloat, considering that they have long been regarded as firm in the hands and at the mercy of the bank at Dudley and a merchant firm at Liverpool, is remarkable as a proof of how readily credit is granted.

In the Hardware Trades, without there being a great flow and prosperity, careful enquiries lead to the impression that there is really not much cause for complaint. The United States is sending fully as many orders, and although the western states have not yet recovered from the losses arising from land speculations in 1857, and the bad harvest of last year, the cotton-growing states are sending fair orders, and the promise of a good harvest for next year encourages the hope that a decidedly active trade will be experienced during the autumn. The London trade is also said to be better, and all accounts concur in leading to the conviction that the first panic which the war caused is somewhat subsiding.

The manufacturers of tin and japan goods are well employed, and at Walsall the saddlers and saddlers' ironmongers are busy.

The pre-eminence of Birmingham in the manufacture of small arms is strikingly shown by a return moved for by Mr. Scholefield, one of the Members for that town, which shows that between April 26, 1858, and March 24, 1859, 54,932 small arms were ordered by the War Department in London, 106,618 in Birmingham, and 8460 in Belgium. The total number of small arms received by the War Department from April 1, 1858, to March 31, 1859, was 120,747—36,854 from London, 75,314 from Birmingham, 6679 from Belgium, and 1900 from America. The Government anticipate considerable difficulty in supplying rifles for the use of the Volunteer Rifle Corps which are about to be organised throughout the country. The movement is being taken up with much spirit in this county. A most influential meeting of deputy-lieutenants, mayors, &c., was held on Monday, at Staffordshire, in response to a circular issued by the Lord-Lieutenant of the county, Lord Hatherton. In Wolverhampton and Walsall the question is exciting considerable attention, and steps for the formation of a corps are only being suspended to await more definite instructions from the Government, which it is generally felt ought to supply the arms, accoutrements, and instructors.

Two boilers have burst in South Staffordshire during the week. The first of these accidents took place on Friday last, at the works of Messrs. Lloyd, Foster, and Co., of Wednesbury. A balloon boiler was in use whilst the ordinary tubular boiler was being cleaned, as is done every fortnight. The bursting of the boiler is attributed to its being worked at an excessive pressure, the steam having been allowed to rise to as great a pressure as when the ordinary boiler, which was much stronger, was employed. The engineer was blown over a wall by the current of air resulting from the explosion, but falling into a meadow he was not seriously hurt. The other accident of this nature took place at the works of Messrs. Taylor and Shepherd, Holling's Wood, near Oaken Gates, on Saturday last. A man named Thomas Fereday, who was talking to the manager, was struck by a piece of iron plating, carried along 15 yards, and killed instantaneously. Mr. Lewis, the manager, escaped without injury. Several men and boys were also very seriously hurt. As yet the cause of the accident is not known.

"Prevention is better than cure," and it is more desirable to punish men for neglect before that neglect leads to loss of life than afterwards. A case of the former character occurred in the Potteries on Monday, an engine-tender, named Peter Newton, being charged before the Longton magistrates with neglect of duty. He had gone to take charge of the engine on Sunday, the 8th instant, in a state of decided intoxication, and on his being given into custody, and another man being sent to examine the state of the boiler, he found it nearly empty. The prisoner had addressed the following extraordinary letter to Mr. S. Bourne, Earl Granville's agent, in whose employ he was:—

"Sir,—I am informed that you, or a tool of yours, has got a warrant out to take me on Thursday; but I beg to inform you that you need not give yourself any trouble about me. I am prepared to meet you. I could easily have gone away if I would, but I will not, as I shall appear in Court to expose your tyranny, and crush it in the head. I have committed no crime; but it appears to me that you imagine that the law will allow you to take my loaf off the table, and then when you have done that, not content with that, but, Shylock-like, take from me that which I should procure another loaf with. Now, as this will be the first time that I have been before the magistrates, and I am now 57 years of age, I dare not face your heavy artillery without bringing in the field a large gun of my own, which I expect will be bored out and finished in a few days. I shall then appear in the field without fetching, and there and then declare war. I am, yours respectfully,—PETER NEWTON."

Evidence proving the charge having been given, the prisoner was committed for two months' with hard labour.

A serious explosion, happily unattended with loss of life, took place on Sunday afternoon at some blast-furnaces belonging to Earl Granville, at Hanley, in the Potteries:—

While the men were casting from one of the furnaces, the engine which supplied the hot air for blasting stopped, and either the valve was neglected to be turned to shut off the hot air into the receiver, or the valve was out of order and would not act, or from some other cause which has not yet been ascertained, the fuel gas and sulphur which had accumulated in the furnaces passed through the pipes, the valve, and into the receiver, and, being heated by the pipes, it caused the receiver to explode with terrific effect. The receiver and part of the engine was shattered to atoms, and fragments were strewn in all directions, some to the middle of the old racecourse, several hundred yards off. The building in which the engine and receiver stood, which was a three-storied one and strongly built, was shaken to its foundations, and the roof raised two feet, but it directly dropped to its former position, except in the centre, just over the engine, where a large portion was blown clean away; the floors and ceilings were broken into shreds, the walls were shaken and split on each side, and a good portion of that side nearest the engine tumbled to pieces; the windows were shattered to bits, and the whole building and extensive machinery for a time rendered useless. Fortunately no one was injured, though some sixty men were at work in the casting-house, fifty yards from the scene of

the disaster, and the engineer was at the moment engaged in oiling some portion of the machinery at the top of the building.

Some time must elapse before the damage is repaired, and the loss is of a very serious amount.

#### REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

MAY 26.—The position of the Iron Trade this week, owing to the war-like state of affairs on the Continent, is dull and inactive, and orders, whether for home consumption or for exportation, are limited to immediate requirements. Indeed, we do not anticipate the probability of any alteration until after the meeting of Parliament, and the intentions of the Ministry are known. Such being the aspect of affairs, trade in Lancashire particularly is very dull; in the Yorkshire district, where several firms are extensively engaged in the manufacture of rails, a slightly better trade may be reported, though much want of confidence is manifested in business circles. For railway iron and bars there is a moderately good demand; but for inferior makes there is scarcely any sale, except at prices under the established rates of quarter-day.

The Coal Trade is dull, except at a few large firms having extensive contracts with gas-works, which enable them to keep up a more regular supply. In Lancashire the coalmasters have, on an average, but a limited number of orders. The Yorkshire coalowners have made a determined stand against the coal trading system adopted by the Great Northern Railway. On Tuesday, a deputation of coalmasters from South Yorkshire had an interview with the Great Northern board, to urge upon them the expediency of establishing free trade in coal over that line. The deputation consisted of Mr. John Chambers, Mr. R. Baxter, Mr. J. W. Day, Mr. Joseph Mitchell, Mr. Stewart (all South Yorkshire proprietors), and Mr. S. Plimsoll, of London. The deputation presented a memorial to the effect that the defects of the present system far outweighed its supposed advantages; that it was unjust to mix the produce of all the collieries, because the man who took the trouble to clean and prepare the coal for the market was injured by those who did not; that the large sum per ton, operated injuriously in discouraging careful cleaning. They wish for a uniform rate per ton to be charged, as on the London and North-Western; and they believed that if this system had been adopted, the coal trade on the Great Northern would have increased instead of decreased. A discussion ensued between the directors and the deputation. The former asked how the present system of the Great Northern Railway could be harmonised with the plan of each colliery sending its own coal. Mr. Plimsoll replied, by the company becoming carriers merely, charging one uniform rate, and transferring their orders for coal to that firm whose produce was asked for. The board promised to give the matter their serious consideration.

The strike at the East Gawler Colliery, Barnsley, still continues, and on Wednesday thirteen of the turn-outs were brought before the Barnsley magistrates, charged with assaulting several of the workmen, whom they termed "black sheep." There was a turn-out at the pit about 16 weeks ago, nearly the whole of the workmen leaving their employ. A number of new hands have been introduced, and between these and the turn-outs several disturbances have taken place, and threats have been used to the new hands from working. After a lengthened hearing, the magistrates convicted six in a penalty of 50 each, and the remainder in penalties of 10 or in default of payment two months imprisonment, with hard labour.

There is no change of any moment to notice in the lead mining industry in Derbyshire, and the market value of shares about the same as last week.

Much regret is expressed that the Whittington Colliery Company has been unable to establish their undertaking. It may be that the market panic intimidated some persons, but surely the known value of the property should have caused the directors to hesitate before abandoning a valuable freehold mineral estate; indeed, that they made a mistake is evident from the fact that the vendor will not now dispose of the property from its greatly increased value. The directors unquestionably deserve credit for paying back the deposits in full; but should they not inform the public who is the "local party" through whose defection they attribute the failure of the scheme, that it may be ascertained no improper motive motivated them?

A very pathetic tale of alleged oppression by Yorkshire coalmasters has been told in some of the papers respecting John Holroyd, of Stanley, who committed suicide, alleging "trouble" as the cause, arising from his inability to procure employment, in consequence of having been prominent in a former "strike." Mr. R. B. of the Victoria Colliery, near Wakefield, has very properly set the matter in its true light. He says:—"The said John Holroyd was in our employ, and had my good opinion; although an active member of the Colliers' Association. Upon a termination of the unfortunate strike he returned to his work as usual, and after a lapse of a few weeks he came so abusive to Robert Henderson, the bottom steward, and so indifferent to his work, that he was obliged to give him notice to leave, with which he was perfectly satisfied. A deputation afterwards called upon me to know why he was discharged; they were informed of the particulars, and that he had also cursed the master. I made an enquiry into the case, and found the latter charge was incorrect. I informed him that John Holroyd, that if he would express his regret to the bottom steward for his abusive language he should have his employment again. This he declined to do, consequently he became master of his own actions, as it would never again be our large concern to have persons employed who set all rules of order at defiance. I regret the circumstance, as I really respected the man, and also the two others who were his friends in all things relative to the proceedings at the colliery. They still continue to be employed by us, and without any feelings of resentment."

#### REPORT FROM MONMOUTHSHIRE AND SOUTH WALES.

[FROM OUR CORRESPONDENT IN SOUTH WALES.]

MAY 26.—The continuance of the impression which existed last week, that coal would be considered contraband of war has tended to depress the market to a considerable extent, and at present trade is far from active. The prevalence of easterly winds, too, has the effect of still further limiting transactions by keeping vessels out of port, although within the day or two a favourable change has occurred, and a little more business is apparent. Freights rule high, and have an upward tendency. The following are the rates for which coal is now taken:—Aden, 52s. 6d.; Bermuda, 23s. to 25s.; Cape of Good Hope, 38s.; Jamaica, 25s.; Montevideo, 31s. to 33s.; Rio Janeiro, 35s.; Valparaiso, 42s.; Marseilles, 25s. to 27s.; Toulon, 28s. to 29s.; Constantinople, 28s. to 30s.; Gibraltar, 30s. to 32s.; Lisbon, 16s. to 17s.; Malta, 27s. to 28s.

The demand for Iron is steady, and railway descriptions are disposed of without difficulty. For home consumption a good deal has been sold, while orders from abroad have not been scanty. Complaints are, however, made in many parts of the district of slackness. Freights for iron rule as follow:—Barcelona, 30s. to 32s.; Constantinople, 30s.; Genoa, 20s.; Dantzic, 17s. to 18s.; Genoa, 30s.; Riga, 18s. to 19s.; Harbin, 30s.; New York, 23s.; Theodosia, 35s.

At Newport, the docks are by no means full. At Cardiff a more active state of affairs is found, and at Swansea great activity prevails. The coal trade there is quite brisk, the rates not being materially different from those above quoted. It is anticipated that the new docks will be opened in July next, when much better accommodation for vessels will be provided than heretofore.

The arrivals of copper ore at Swansea during the week have been of a large scale. Most of it is to order, and other cargoes are soon taken on board. Considerable quantities of iron ore have also been delivered by coasters.

The Penclawdd Copper Works have been put up for sale at auction, but no buyer appeared. They are now offered by private contract. Much uneasiness is felt in Merthyr and the neighbourhood respecting the fate of the Pen-y-darren Works. The last rumour is that the Dowlais Company have resolved upon carrying them on, but nothing has been transpired to justify such a belief. The report is, to say the least, extremely doubtful. All that is known for certain is that the minerals are to be transferred to the Dowlais Works, and that the colliers and men employed at Pen-y-darren, to the number of 1600, are under notice to leave at the end of the present month. Should the works be permanently stopped, a great misfortune will be entailed on the old hands and the property in the neighbourhood, but we are sorry to add that the probability of the works being carried on for some time to come. It is hoped, however, that events will be more favourable than we can at present anticipate.

The flourishing trade done in copper in South Wales is proved by numerous improvements and enlargements of works and docks continuing going on. Some work of the kind is being carried out in all parts of the district, not the least being that to which we have referred above in connection with the Llanelly Copper-works, which are now being extensively enlarged, and preparations for carrying on a much larger business.



## THE COAL TRADE.

The excitement relative to the effect of the neutrality proclamation upon the coal trade may be considered as having to some extent subsided, although much anxiety still exists. As usual, the *Times* has been the channel through which the pacifying intelligence has first flowed; and, whilst its very lucid explanations and sound arguments have excited the ire of a few illiberal members of the shipping interest, the value of the details given, to the colliery owner, can scarcely be over-estimated. At present English vessels have every opportunity of uninterrupted intercourse with the most important, considered in her position as a customer for English coal, of the belligerents; and, as the *Times* remarks, "in case of need the Americans could act as carriers for us," our trade thus going on with its usual—we would have said greatly increased—profits. No one more heartily than we hope that the present dispute between France and Austria may not hereafter have any worse effect upon our commerce than it has had hitherto; but, even presuming that we should become involved in the conflict, we cannot see that the coal trade will materially suffer. Indeed, taking a matter-of-fact view of the case, it may be argued that it is our trade with Austria alone that is suspended (and this is comparatively insignificant), for even the most Austrian-minded Englishman cannot deny that it is simply ridiculous to fear the seizure of a coal vessel bound to a French port, by an Austrian ship, whilst it is settled beyond dispute that our own Government will not interfere, wherever the coals may be shipped to.

Passing, however, the declaration of the English Government that the shipment of coal from England will not be interfered with by them, some fears might have been entertained that difficulties would arise from the French Government, yet, since the appearance of the very jealous article in the *Siecle*, even this cannot be adduced as a cause for excitement amongst the members of the coal trade. The *Siecle* appears to regard the questioning of the right to send English coals to France as little less than an insult to the French nation, and very justly urges that there would be equally good grounds for interdicting supplies of each and every of the necessities of life; whilst the *Pays*, an equally well-informed journal, "regards the question as of little importance, declining to discuss what injury France might suffer from not being supplied with English coal until there is at least some reason to anticipate an interruption in the trade in coal between the two countries." The *Constitutionnel* not unwisely endeavours to turn the existing state of affairs to good account for the French coalowners, by urging that the French nation should not allow itself to remain in such a position that the stoppage of the supply of coal from foreign countries, and especially England, could have the power to diminish the force of her (the French) navy, and therefore points out, in the most flowery and telling language, the advisability of developing to a far greater extent than at present the French coal mines. The value of the coal mines of France has been too frequently referred to in the *Mining Journal* to need comment now, and we have ever said that there was a vast field for the employment of British capital in working the coal fields of Germany, France, and the United States, so that we may look forward, in the event of such difficulties arising as shall prevent the sale of coal to France to a movement amongst the French for developing their carboniferous resources with native capital, in the hope ultimately to exclude English coal from the French market. That time, however, has not yet arrived; and, as the French are no more miners than the English are musicians, we need not fear any diminution in the demand for coal from that cause; and considering our commercial relations with France, so far as regards coal and minerals, we do not see any present chance of their being interfered with. We admire the remarks of the *Constitutionnel*, but fear they will prove as ineffectual as unnecessary.

A meeting of the Newcastle, Shields, and Gateshead Chamber of Commerce have passed a resolution, protesting in the strongest possible manner against the opinion as expressed by the Foreign Secretary, coal being in the opinion of the meeting an article which, under no circumstances or pretences, could possibly be regarded as contraband of war; and a memorial, giving the reasons for the opinions entertained by the meeting, is to be presented to the Board of Trade, praying that a declaration may be made by the Government of this country, as the greatest naval power in the world, that coal is not, and will not be admitted under any circumstances to be, a contraband of war.

It is rumoured that orders have already been diverted from England, in consequence of the unsatisfactory position of the coal export question in this country, the French Government having given out several orders in Belgium. That the orders have been so given we do not deny, but can scarcely think that the cause is the difficulty of obtaining them from us. It is apparent that it is by no means impossible to send coals even to Austria, since so recently as May 17 the *Baldassarre*, an Austrian brig, arrived at Trieste with a cargo of coal from Cardiff, and as the French Government have not objected to guarantee shipments against war risks, it certainly seems that the difficulties are much exaggerated. It is probable that the principle reason for French orders being sent to Belgium is that an adequate supply may be immediately available. The transport of Belgian coal to the Mediterranean ports is, moreover, far more easy, owing to the railway communication being so complete, than the transit of English to the same quarter.

Throughout the week the London Coal Market has been dull, although from the demand existing for certain kinds a fair number of ships have been sold. On Monday 86 ships were at market; 36 were sold, 24 went to supply gas contracts, and 26 remained on hand. On Wednesday 44 ships were at market; 20 were sold, 5 went to supply gas contracts, and 9 remained unsold; and, yesterday, of the 27 ships at market, 8 remained unsold, 6 of those sold going to supply gas contracts.

The coal-whippers have been partially employed during the week at the advanced price of 9d. per ton; but as they are only employed at this rate when their services cannot be dispensed with, an immense amount of distress prevails amongst them. Several of the principal authorities who have hitherto engaged the men made an offer yesterday to pay the sum of 8d. per ton, as a fair price; but the men declined to accept it, because they were unable to obtain bread for their half-famished families while provisions were sold at such a high rate in the metropolis.

## MINING NOTABILLIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

**WHEAL MARGERY.**—The 20 west, at Treylon Consols, is reported to be worth 40l. per fathom, whilst 6 fathoms only behind the end a carbons is supposed to exist, running north-east, of immense value. Will not this discovery materially and immediately affect the value of Wheal Margery, now selling at 11,000l. to 12,000l. only?

**GREAT HEWAS.**—The lode in the 46, 56, 66, and 76 will be taken down in the course of the week. The new lode east, in the 56, will also be taken down, and a full report will be given thereon next week. From the appearance of the smalls of the lode, there is every reason to believe that the result will be satisfactory.

**WHEAL CHARLOTTE** is decidedly improved of late, and it is satisfactory to remark that the late depreciation in value of shares arose entirely from pressure of sales in the absence of buyers, as returns since have become greatly augmented, whilst reserves are daily increasing. A strong desire exists to secure shares, whenever offered for sale, and the price, already advanced 25 per cent. within the week, will still further improve, as two monthly dividends are now equal to 25 per cent. annually.

**GREAT WHEAL VOR.**—A new angle-bob in the 174 fm. level has been fixed, the connection made with the new iron rods, and the whole of the machinery, with the flat-rods completely adjusted, was working admirably. The water will soon be in for to the bottom, and the ground which had so much improved before the engine was stopped will be opened out with vigour, from which time it is hoped this mine will commence to assume a more favourable aspect. In consequence of the water covering the tin ground during the changing of the rods, the next returns will naturally be somewhat smaller.

**THE WEST HAZEL MINE**, adjoining the famous Old Hazel Mine, which in its time has been one of the most productive copper mines on the east of Dartmoor, has just commenced working. The sett, which is held from Sir Boucher Wrey, Bart., of Holne Chase, is very extensive, being adjoined on the south by the Wrey Consols, on the west by the Devon Great Elizabeth, and on the east by the Old Hazel Mine, on the demise of Mr. Bastard, of Buckland House. The Great Wheel Emma cross-course passes through the sett; and two other lodes, besides the Hazel lode, have been already opened on, all presenting the finest appearances, and some containing ore at the surface. The mine has been inspected by agents of eminence, whose reports are unusually favourable. A company for working the mine has been constituted on the Cost-book System, in 5000 shares, and Mr. Matthew Tremayne, of Newton Abbott, has been appointed purser. At a meeting held on May 23 a bill was made, and a vigorous prosecution of the works resolved on.

**EAST WHEAL ROSE.**—A dividend of 2l. per share has been declared out of the amount accruing from the sales of materials.

**WEST DOLCOATH (Limited).**—At this mine expectations and predictions are being rapidly verified. In the adit level a splendid lode about 3 ft. wide, containing a branch or leader of rich copper ore, nearly 20 in. wide, and worth from 20l. to 30l. per fm., has been met with; the stones of ore, as well as the whole composition of the lode, bear evidences of being continuous. The run has gone down in the bottom, and will, ere long, afford a substantial testimony of the great value attached to this property by the projectors. This important discovery has put the projectors into high spirits; an engine is to be erected forthwith, and the mine is to be spiritedly and effectively developed. The engine is one of 20-horse power, and will be on the mine

in a few days; after which the run of ore will be sunk on and sales effected. Shares have advanced in value, in consequence of the determination of the management as well as from the improvement of the mine. The state of this property will also be of immense moral influence, being an example or proof of the correctness of judgment and opinions when given by competent persons, as all that has resulted has been foreseen in the company's prospectus.

**TREBARYAH.**—The sampling is 100 tons, as estimated. There is every indication of a fine course of ore in the 80, east and west of flat-rods shaft, and from the formation of the bunches the shaft will before long be sinking in a bed of mineral. The 40, east and west, on the south lode, will open up some fine ground, and the cross-cut coming up will develop the lode for the whole extent of the sett, and 20 fms. deeper than ever before attained.

**DUNDALK LEAD MINE.**—The accounts received from these mines are highly favourable. Capt. Bailey states that the slopes are yielding well, and that he is of opinion that additional discoveries of ore will very shortly be made.

**TRETOIL AND MESSER.**—The 24 west is still being driven through a course of ore. The lode in the east end has much improved during the week, and is worth full 2 tons of rich ore per fathom. As this level has been driven more than 50 fms. through a course of ore, the value of the mines has greatly increased by the continuance of this shoot of ore. The 35, being driven west to reach this ore ground, is producing some rich ore, of the same character as that being raised in the 24 east. There are about 80 tons of ore nearly ready for market: 100 tons will be sampled in a short time. The works are progressing satisfactorily.

**CARVATH UNITED.**—The new engine was started on Saturday last, and is working well. The lode at the new shaft is large, and producing good work for tin. Samples tried by the agent produced 1000 of black tin per 100 sacks.

**SUMMERTON SLATE QUARRY (Pembrokehire).**—The commercial value of this quarry may now be considered as definitely ascertained—a highly promising slate vein, at a depth of 100 ft., is now being worked in a heading, and is producing slates of all sizes, and of a very fine quality. There is an unlimited supply of slate for many years to come, and the space in the valley below the quarry, and on the same proprietor's land, is capable of taking any quantity of spoil. An elaborate report upon the property has been made by Messrs. J. and C. Rigby, of Westminster and Holyhead Harbour Works. They offer some valuable suggestions for improving upon the present mode of working, including the laying of a tramway from the quarry to Haverfordwest. It is estimated that the expenditure of about 3000l. would ensure the conversion of the undertaking into a prosperous and lucrative concern. Some specimens of the slate, and Messrs. Rigby's report, may be seen at our office.

**BULLER AND BASSET.**—The lode at the shaft is 7 feet wide, and of the most kindly character, giving every indication of being near a course of ore.

**PENGELLY TIN MINE**, situated in the parish of Crowan, is in a good tin mining district, and the prospects of the mine, which has only been at work about three months, is everything that can be desired by the miner and investor, as the tin samplings are about to show.

**WHEAL POLMEAR** has greatly improved; she will shortly sell a parcel of copper ore, which by sample produced 21%, and in about two months will have a larger parcel for sale. The mine is under the management of Capt. John Dalley, well-known as a good practical miner of very long experience.

**BASSET CONSOLS** is obtaining some attention in Redruth, where the shares are chiefly held; it is an extensive sett, with some of Wheal Music lodes running through it.

**CUMBERLAND BLACK LEAD MINE.**—It is worthy of remark to know the operations of the mine are superintended by men of integrity. The agent, Capt. Dixon, was the representative of former proprietors for 50 years, and returned to his employers 200,000l. profit, although only worked occasionally, a few weeks at a time. When the mine was closed Captain J. Dixon was superannuated, living on the mine to protect it from being broken into. It is a fact that all the black lead obtained during the closing of the mine was taken from the refuse heaps, of which there is a large quantity, and it will be brought into use under the kind of pencils and machinery. Upon the leases being granted to the present company Captain J. Dixon's services were secured, and he was also retained as "toller" for the lode. Since the formation of the company, an engagement has been made to secure a resident director. Mr. R. Eales, of Exeter, a gentleman holding 500 shares in the company, and well conversant in mining, has taken up his abode near the works, which secures not only his own interest, but that of the shareholders also. Every care has been taken to protect this valuable property, the product realising from 30s. to 40s. per lb., and for which there is an increased demand. It is confidently expected that two valuable discoveries of black lead will shortly be made; also that the silver-lead lode will be cut rich.

**THE NIDDERDALE MINES.**—These mines are situated near to Pateley Bridge, in the West Riding of Yorkshire, in a district which from time immemorial has been noted for its mineral wealth, and are about to be re-opened and vigorously worked by a company formed under the Limited Liability Act for that purpose. Our readers will be brought, into view under the kind of pencils and machinery. Upon the leases being granted to the present company Captain J. Dixon's services were secured, and he was also retained as "toller" for the lode. Since the formation of the company, an engagement has been made to secure a resident director. Mr. R. Eales, of Exeter, a gentleman holding 500 shares in the company, and well conversant in mining, has taken up his abode near the works, which secures not only his own interest, but that of the shareholders also. Every care has been taken to protect this valuable property, the product realising from 30s. to 40s. per lb., and for which there is an increased demand. It is confidently expected that two valuable discoveries of black lead will shortly be made; also that the silver-lead lode will be cut rich.

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**MINING IN AUSTRALIA.**—The directors of the Geraldine Mining Company have received advice that the engine-shaft has been sunk 2 fathoms, the engine had arrived out, and good returns have been made. As these advances are of a late date, it may be anticipated that further progress has been made. Boydell's traction-engine worked well, and the expense of cartage to the port has been much diminished.

**THE WORTHING MINING COMPANY** have advices to March 17, at which date the lode in the deepest part of the mine was from 3½ to 4 feet wide, composed of quartz, mudstone, and black and yellow ore; a good paying lode. The engine-house was nearly completed, and the engine was about to commence putting in the engine. They had shipped per *Granada* 15½ tons of ore, making in all 102 tons of ore on the way to England. The acting manager expected in a few days to make a shipment of about 17 tons of rough copper, worth (say) 95 per cent.

**An influential company** is in course of formation for the purpose of working the silver lodes in the district of Kongsberg. The mines about to be taken up are held in perpetuity, on payment of an annual royalty to the Government of 8400l. They are on the east side of the River Løgen, the Government works are on the west, the ribbon (Fahlband) crosses the stream, and the vein is of a similar formation in both sets.

We are given to understand that the hearing of the petition for the winding-up of the Anglo-California Gold Mining Company has been deferred until after the long vacation. The vacations preceding which have taken place with regard to this company have entailed further expense on the shareholders, and considerably retarded the liquidation, which was previously progressing favourably.

**GENERAL SMELTING AND REFINING COMPANY.**—Mr. Wm. Brooke has presented a petition to the Court of Bankruptcy, praying for the winding-up of this association. The petition will be heard before Mr. Commissioner Evans on June 16.

**MANDELA MINING COMPANY.**—The Master of the Rolls will, on Friday, June 3, appoint an official manager of managers of this company.

**PROGRESS OF RUSSIA.**—It has been very evident, since the close of the last Russian war, that this country has turned much attention to the means for improving its manufactures, agriculture, commerce, and its railways, which has given rise to an enormous demand for building materials, and bricks in particular. Mr. Henry Clayton, of the Atlas Works, London, the eminent maker of brick machinery, obtained some time since special privileges from the Russian Government for the introduction of his well-known and successful machinery, and his system of brick manufacture throughout. For the establishment of extensive brick manufactories in St. Petersburg and Moscow, Mr. Clayton has during this month sent out a staff of first-class men to superintend the erection of the buildings and machinery required for these works, one of which is to be capable of producing at least 10,000,000 bricks per annum.

**SAFE INVESTMENT—LIMITED LIABILITY.—TWO** GENTLEMEN ARE REQUIRED TO JOIN A FEW OTHERS IN THE WORKING OF A SLATE QUARRY IN NORTH WALES, under peculiarly advantageous circumstances. Qualification, £500, payable by instalments. A large immediate return, permanently increasing, will be realised.—Address, "A. G." *Mining Journal* office, 26, Fleet-street, London, E.C.

**TO THE PROMOTERS OF PUBLIC COMPANIES.**—The ADVERTISER has had MANY YEARS' EXPERIENCE IN THE FORMATION AND WORKING OF MINING AND OTHER COMPANIES. He is DESIROUS OF AN ENGAGEMENT.—Address, "A. B. C." *Mining Journal* office, 26, Fleet-street, London, E.C.

**FOR SALE, a 70 in. cylinder DIRECT ACTING PUMPING ENGINE**, 10 ft. stroke, with three boilers, about 35 tons.—For further particulars, apply to Capt. DALE, East Crints Mines, St. Austell, Cornwall; or of Mr. E. KING, 27, Abchurch-lane, London, E.C.

**ON SALE, a 40 in. CONDENSING BEAM PUMPING ENGINE**, 6 ft. stroke, with three boilers, complete.—Apply to Mr. BROWNE, Grassmoor Colliery, near Chesterfield.

ing made. At some of the smaller works various improvements are in progress. It is understood that one of the Aberdare coalowners has suffered great loss through being compelled to cease supplying the Austrian Government. On Tuesday, Mr. Horsey (of the firm of Fuller and Horsey) offered for sale at the Auction Mart, London, three important collieries, known as the New Neol, situated in the Valley of Aberdare; the Tyle Coch, in the Rhonda Valley; and the Ystradowen, in the Cwm Twrch or Swansea Valley, together with the valuable plant and machinery,—for which, however, I hear there was no bidding.

## THE MINING INDUSTRY OF IRELAND.

[FROM OUR CORRESPONDENT IN DUBLIN.]

The half-yearly statement of the General Mining Company for Ireland now being issued; and although at first sight the account appears a favourable one, owing to the cash received by sale of 552 shares, amounting to 2262l., or about 4l. 2s. nett per share, it does not exhibit any very gratifying results of the last half-year's working; thus, the sum realised by sales of ore amounted to 1188l. 3s. 1d., while the disbursements were 297l. 16s. 3d., exclusive of 44l. 17s. 10d. expended in raising gossan at Silver Mines; 86l. 17s. 10d., cost of mining machinery; and 175l. 8s. 8d., amount of office expenses. It is clear, therefore, that the shareholders must place their hopes for returns on the development of future prospects; and that all I hear of them they will be justified in waiting patiently the result of ore discovery, which promises to be of great importance and value. The directors, aware of the necessity which existed to fully test the value of the discovery, sunk a shaft 16½ fms. over the spot where the ore was found, thus allowing the ore to be raised with the greatest ease. The expense of sinking this shaft being included in the above return under the disbursements, accounts in a great measure for the amount under that head being so large. The statement of accounts now issued is, however, much more favourable than that presented in the corresponding half-year 1858, which exhibited a loss of over 9000l., while many of the expenses during the last half-year will, no doubt, be amply repaid in future returns. The directors seem to be using every exertion to benefit and forward the interests of the company. The following are the returns:—

Balance last account	£1194 15 9½
Ore sold	1188 3 1
Shares sold, 552 nett	2262 0 0
Transfer fees	9 15 0
Old debts paid	2 18 0=£4587 11 10½
Disbursements, account	£1442 14 3
Mining machinery	86 17 10
Bill payable, account	56 9 7
National Bank, paid off	12 5 6
Office expenses	175 8 8½
Balance in hand, cash and current accounts	2913 16 0=£4587 11 10½

An account of assets and liabilities shows a balance of 3895l. 14s. 2d. in company's favour.

The latest monthly returns show an output of over 400 tons of copper from Knockmahon, and of 133 tons of lead ore from Laganur Mines. Also over 300 tons of coal and 3000 tons of culm from Slievardagh Collieries. At Ballycorus Works the amount of manufactured lead was 95 tons. Another cake of silver from these works will soon be ready for market. I hope to give you, either next week or the one following, a detailed account of these works, which are so creditable to the mining interests here. The sinkings on the Carysfort property are going on satisfactorily, but no estimate of any importance can be reported as yet.

It is expected that the Tullamore and Athlone Junction Railway will be ready for inspection next month. It will form a branch from the Great Southern and Western Company, and the contractor (Mr. Dargan) is making every exertion to have it completed. This is the principal bone of contention between this company and the Midland Great Western. The Ennis and Ennis Railway will be opened the entire way to Ennis next month; its being so will very much improve the traffic of the southern lines. The Irish railway traffic returns this week show an increase—that of the Waterford and Limerick of 50 per cent.

I have not as yet received any account from the Gievraun Mine; I expect to have it next week. I understand that the North-West is likely to sound again with the stroke of the pick. There is plenty of money in the country, and if a status be given to mining speculations, by having men of known wealth and probity directing them, they will succeed, and meet here with every support and encouragement.

## WHITBY (YORKSHIRE) IRON TRADE.

May 25.—It is now about five years ago since a very rich deposit of magnetic iron ore was discovered in Rosedale, which is situated about fourteen miles from Whitby. It had previously been quarried for years, and used as the principal material for the roads in that neighbourhood, the people not having the most remote idea that it was an iron ore. A person who lives a few miles from Whitby took some jet workings in that locality, and having occasionally to go there, his attention was directed to the material in the roads, and discovered it to be rich magnetic iron ore. He made enquiries from whence it was obtained, and the quarry was pointed out to him, which is situated on the hill side, about a mile from Rosedale village. Although he perceived he had made a very valuable discovery, yet its isolated situation led him to comparatively little value, being ten miles from Pickering, the nearest station on the North-Eastern Railway. It remained for about two years without attracting much attention, beyond occasional visits from parties who went through mere curiosity to see this celebrated ore, and to examine the geological position of this most singular formation. The original proprietors, finding that they could not of themselves turn it to profit, disposed of their interest to some influential gentlemen, who, seeing that it was worthy their attention, stored into it with great spirit, and have succeeded in getting an Act of Parliament, which empowers them to construct a branch line to the quarry. The line is now extended, and they intend to commence constructing it without delay, in order to have it completed as early as possible.

A portion of this magnetic iron ore has been conveyed to Pickering station by land carriage, and sent by rail to different iron-works, in order to test its quality; and it is satisfying to the proprietors to learn that the results of these trials have proved the ore to be of a very superior quality. This celebrated ore lies on the top of the alum rock, which is at an elevation of 600 feet above the level of the sea, and the hill behind rises abruptly to an elevation of about 1100 feet above the sea level. The proprietors are anxious to have some idea of the extent of this formation, boring rods were put down through the hill behind, in such places as to enclose a very large area; but it was found that the ore extended beyond these places, so that the extent of this formation has not been ascertained. The thickness of the ore in the quarry is about 40 ft., with very little bearing on the top. It lies in boulders, which gradually increase in size as they approach the bottom of the quarry, the largest of them weighing from 3 to 4 tons. They are generally enclosed in two or three separate coverings, or skins, of a dark brown colour, but the interior of the boulders are of a deep blue, and very collic. Some parties on visiting the quarry have been much struck with the great similarity it bears to the basaltic dyke, and at once pronounced it to be of igneous origin. A great number of gentlemen, however, have from time to time visited it, who stand very high in their scientific and geological acquirements, and they unanimously stated it to be a coal deposit, yet of considerable extent, as subsequent borings have satisfactorily proved.

**IRON SHIP BUILDING.**—At this time, when it is of such great and paramount importance that our naval armaments should be in an efficient condition, the suggestions of those who have devoted their study to the construction of our shipping ought to be considered. It may be stated that several of the projects which have been brought forward are merely of a visionary nature, and that many of the persons who have placed their names to the Admiralty their inventions have been disregarded, on account of the extravagant manner in which they have been advocated. A letter was published a few weeks since in the *Times*, from the eminent ship builder, Mr. John Laird, regarding several improvements which should be adopted. It may be remembered that, some years since, Mr. John Laird, jun., in the columns of the *Mining Journal*, propounded views with regard to iron ship-building, and these are identical with those expressed by Mr. Laird at the present time, although published by Mr. Laird years since, receiving no public recognition of the ideas which have emanated from him. This, however, must be denied, but that many of his suggestions have been adopted, and are now practically used. Mr. Laird has devoted a great amount of time, and all his energies, to the improvement of our iron shipping, and it is but fair play to render "honour where honour is due"; and certainly this gentleman has striven most strenuously to place our naval armaments in a pre-eminent position, provided the mutual indications justify him, and he will be enabled, by his knowledge and experience, to afford still further information with regard to our defensive naval armaments, and that his services in the cause of the country will be duly acknowledged.

**TACK-NOTE, OR LICENSE.**—In many cases mining is commenced without a proper understanding having been come to by the parties interested, hence the frequent complaint that when the exploratory works have been completed the lord refused to promise lease. To obviate these difficulties a document has been prepared, which will be applicable to almost every instance in which it is proposed to explore mineral property; it is a blank form of Memorandum of Agreement, or, more correctly, of the names of the grantors and grantees, so drawn up that it simply requires the insertion of the names of the grantors and grantees to render the instrument in every way operative. The agreement sets forth that it is the intention of the parties to enter into an agreement for a lease within a certain time, provided the mutual indications justify them, and that the grantees shall have full right to erect the necessary machinery, and appliances, upon payment of a reasonable sum for the damage done; together with a clause, on demand of the grantees within the time named, the grantor shall grant a lease not less than a given number of years, and another that the agreement shall be void unless operations be commenced within three months.

**JAMES TUNNEL COMPANY.**—Receipts for the week ending May 31, 1859, £4. 3d.; number of passengers, 13,924.



**TO ENGINEERS, IRONFOUNDERS, &c.—TO BE SOLD, BY AUCTION,** in consequence of a dissolution of partnership, on the 9th of June, at Twelve o'clock at noon, the VALUABLE LEASEHOLD PREMISES, of which 55 years are unexpired, called **WOODSIDE FOUNDRY**, situate near Saundersfoot, county of Pembrokeshire, consisting of cast house, cupolas, engine house, pattern shop, smithy, fitting shop, store house, and office, with a large yard, from which a railroad runs to Saundersfoot Harbour, distant about a mile. The buildings have been lately erected, and are well adapted for carrying on a large business. Also, at the same time and place, will be sold, in suitable lots, all the **MACHINERY, TOOLS, STORES, and STOCK of MANUFACTURED GOODS**, consisting of TWO HIGH PRESSURE HORIZONTAL STEAM ENGINES of 24 inch, quite new, and 8 inch cylinders; lathes, agricultural rollers, and other implements, with a great variety of castings, wrought-iron, &c.—For further particulars, apply to Messrs. D. PARSELL and Co., Woodside Foundry.—May 23, 1859.

**FREEHOLD MINERAL ESTATE IN THE MIDLAND COUNTIES, OF NEARLY £2000 A YEAR.—TO BE SOLD, BY PRIVATE CONTRACT,** a very VALUABLE and IMPROVABLE ESTATE in one of the Midland Counties, comprising upwards of 200 acres of excellent land, in a high state of cultivation, with capital farm house and buildings, a number of cottage houses, and thriving woods and plantations.

The minerals which lie under these and adjoining lands comprise valuable beds of coal and ironstone, held under long leases by parties of wealth and respectability, the rental of which is most amply secured by valuable plant, railways, &c.

The whole rental is nearly £2000 a year. The property is in a rapidly improving district, and the income may be greatly augmented.

This estate presents a most favourable opportunity for the safe and profitable investment of capital.

Applications to treat for the purchase to be made to JOHN WRIGHT, Esq., land agent, Chesterfield.—May 18, 1859.

**FOR SALE, the COPPER MINE** called the **AURORA**, situated in the district of CUADRONE, province of MADRID, belonging to the Sociedad Delicosa, which is contiguous to the high road. By the various trials made in the above mine, a yield of copper has been obtained varying from 5 to 40 per cent. on each quintal, or 100 lbs. of mineral, so that by a cautious calculation the average yield would be about 16 per cent. on each quintal. The vein found in various parts of the mine possesses from six feet to half a yard in thickness of compact mineral, and the works consist of a shaft 60 fathoms deep, and of several galleries.

Apply to **SEÑOR DON MANUEL DE UGARTE**, Calle de la Cruz, No. 9, Madrid, who is charged to receive propositions up to the 30th June next.

**PARYS MOUNTAIN MINES.—IMPORTANT AND VALUABLE COPPER MINES AND SMELTING WORKS TO BE LET, BY PRIVATE CONTRACT,** comprising the entire site of the **MONA MINE** and the **AMWCH SMELTING WORKS**, and an UNDIVIDED MOIETY of the **PARYS MINE**, the whole being the property of the Marquis of Anglesey, and situated in the parish of Amwch.

The former of these mines has been worked up to the present moment by the proprietor. The Parys Mine has been worked by a company under a lease, which will expire in October, 1859.

These well-known and justly celebrated mines continue to yield a very large quantity of copper ore, and present a fine field for the employment of capital, by which it is believed they may be brought to render a greatly increased produce.

Proposals will be received by Messrs. R. M. and F. LOWE, No. 2, Tanfield-court, Temple, London; and any further information may be obtained by application there, or to F. A. LEGG, Esq., No. 22, Saville-street, Piccadilly, London; J. P. BENNETTS, Esq., Falmouth; Mr. GEORGE ASTOR, 1, Crescent Wharf, Birmingham; and Mr. THOMAS EVANS, Washington-buildings, Liverpool.

**THE BOG MINING COMPANY (LIMITED).** Arrangements are progressing for the effectual development of this mine, with a capital of £40,000, full particulars of which will appear in the Journal of the 4th June ensuing. In the meantime, every information may be obtained at the office of the company, 51, Threadneedle-street, London.

**THE NIDDERDALE LEAD MINING COMPANY (LIMITED).** Capital, £60,000, in 6000 shares of £1 each. Deposit, 5s. per share on allotment.

**BANKERS—The Yorkshire Banking Company, and its branches.**

Since the former announcement of the projected formation of this company, arrangements have been made to include the old Prosperous and Providence Mines in the sett.

It is believed that these mines alone will yield large returns to the adventurers, as their produce for 20 years previously, and up to 1843 (when they were discontinued on account of the great influx of water, which could only be kept under by steam machinery, at an enormous cost), averaged 18 tons per week, and a great portion of the ore was raised at 4s. 6d. per bling of 8 cwt.

The present company will be enabled to unwater the old Prosperous and Providence Mines for 20 yards, at a depth of 50 fathoms from surface, by a level already driven nearly up to its boundary, and to any lower depth that may be necessary by an hydraulic engine, water-power being readily attainable at an easy cost.

For further information, or for forms of application for shares, apply to Messrs. GLENDHILL, mining brokers, Corn Exchange, Leeds; Mr. RICHARD FAWCETT, auctioneer, &c., 22, Bowling-green, Bradford; Mr. CHAS. REECE, gas engineer, Bradford; or to Mr. THOS. STOKES, the solicitor and secretary of the company, Pateley Bridge, Yorkshire.

N.B.—The first allotment of shares will be made on Tuesday, the 31st May, 1859.

**WHEAL WHIDDON TIN AND COPPER MINE, ASHBURTON, DEVON.**

Conducted on the "COST-BOOK PRINCIPLE."

In 2000 shares of £3 each. 10s. per share to be paid on allotment, and the remainder at periods of three months, by calls not exceeding 10s. per share.

The attention of bona fide mining investors is respectfully called to the plan adopted in the proposed working of this mine, which quite divests it of all speculation, the promoters contracting to put it in a productive state, and allowing their remuneration to be dependent on its becoming so.

Prospectuses, containing proposals of working, and reports of Mr. S. ENNOR, Captains Hosking, Hampton, Paul, Rickard, and Skerrett, speaking in the highest terms of the prospects, and other information, may be obtained of, and applications for shares made to, Messrs. SANDFORD and MORTIMER, Exeter; Mr. J. K. THOMAS, Clare-street, Bristol; Mr. J. THORNE, Lostwithiel, Cornwall; or of the Purser, at the office of the company, Ashburton.

**THE SOUTH DEVON IRON AND GENERAL MINING COMPANY (LIMITED).**

Capital £100,000, in 100,000 shares of £1 each (Of which 40,000 have already been subscribed for).

**WILLIAM SART, Esq.** (firm of Sart and Sons, Cornhill.)

**GEORGE ORD, Esq.** (Brixton Hill, Surrey.)

**LYNCH WHITE, Esq.** (Iron merchant, Upper Ground-street, London; and Clapham.)

**WILLIAM SWINSCOW, Esq.** (Brixton Hill, Surrey.)

**SAMUEL BOUSFIELD, Esq.** (Orlton, Sussex; and Streatham Hill, Surrey.)

**WILLIAM HUGGINS, Esq.** (F.R.A.S., Upper Tulse Hill, Surrey.)

(With power to add to their number.)

**BANKERS—The City Bank, Threadneedle-street, London; and the Branches of the Devon and Cornwall Bank.**

**BROKERS—Messrs. Carden and Whitehead, Royal Exchange-buildings, London.**

**CONSULTING ENGINEER—Josiah Hugo Hitchens, Esq., Devon Great Consols, Tavistock.**

**SOLICITORS—Messrs. Prichard and Collette, 57, Lincoln's Inn-fields.**

**SECRETARY—Mr. George F. Goodman.**

**OFFICES—CITY BANK CHAMBERS, THREADNEEDLE ST., E.C., LONDON.**

This company has been formed for the purpose of acquiring and working some of the richest and most promising iron and tin mines—the Smallcombe freehold estate, upon which the Atlas tin and iron ores are now being worked; the Hercules Iron Mine, on the Higher Bowden estate, both in Devon; and the Phoenix Iron Mines, in the parish of St. Ivesy, Cornwall, as shown in the accompanying plans and reports. The working of these properties alone will constitute this company the greatest vendors of iron ores in the Western Counties.

It is acknowledged that no better opening presents itself for the profitable employment of capital than the mining of iron ore. This occurs in greater abundance and regularity than those of other metals, and the demand is constant and increasing, and the sale highly remunerative.

Detailed prospectuses, with reports, &c., can be obtained of the secretary, or of the brokers, and to whom applications for shares should be forwarded.

**WEST END MINE AND QUARRY OFFICES, 10, REGENT STREET, S.W., PALL MALL.**

**MESSRS. BRUNTON AND CO. ENGINEERS AND MINERAL SURVEYORS,** undertake the MANAGEMENT and WORKING OF MINES, QUARRIES, &c., and CONDUCT the LONDON AGENCY of all MINERAL PROPERTIES in their offices with system, economy, and regularity.

Messrs. BRUNTON and Co. beg to inform proprietors of mines, &c., that the business of these properties is carried on in their office upon the following principles, viz.:

Accounts systematically and closely made up.

Statements in detail, and clear summaries of finance and expenditure.

Entire and impartial openness of books, reports, and documents, to all shareholders, for perusal or extract.

Immediate communication of any important occurrence to the shareholders.

MINERAL PROPERTIES SURVEYED, and ESTIMATES OF MACHINERY, PLANT, and COSTS OF WORKING FURNISHED.

**FIFTEEN TO TWENTY, and even TWENTY-FIVE PER CENT. PER ANNUM** upon current value of shares, in **CORNISH TIN and COPPER MINES.**

Dividends payable two-monthly or quarterly.

**MESSRS. TREDINNICK AND CO. MINING ENGINEERS,** send their SELECTED LIST OF SOUND PROGRESSIVE AND DIVIDEND SHARES upon the receipt of a Fee of One Guinea.

Review of Cornish and Devon Mining Enterprise, 5s. per copy.

Maps per post of the Buller and Rasset, Great Vor, Alfred Consols, the Providence and Margaret, South Canadan, and the Devon Great Consols District, 2s. 6d. each.

Cornish Mines, well selected, pay better than any other description of securities, are free from risks, and entail less responsibilities than banks and other joint-stock companies. Shares bought and sold on commission of 2½ per cent.

Money advanced at 10 per cent. annually, for short or long periods, upon approved Mining Shares.—78, Lombard-street, London, E.C.

**ENGINEERS' TOOLS.—FOR SALE, a SELF-ACTING SLIDE LATHE,** 11 ft. centre and bed 12 ft. long, complete. And TWO PORTABLE PUNCHING and CUTTING MACHINES, one suitable for ½ in. plates, and the other for ¾ in. plates, both adapted for steam or hand power.—Apply to Messrs. PAGE and CAMERON, 61, Old Broad-street, E.C.

**INVENTORS MAY RECEIVE a VALUABLE GUIDE BOOK,** enabling them to TAKE OUT THEIR OWN PATENTS for INVENTIONS, on sending four stamps. Also, sound, safe, and practical assistance in preparing specifications and drawings, at half the amount frequently charged for imperfect if not worthless services. Total cost of an ordinary patent for Great Britain, £25.—Apply to J. R. RIZZ, civil engineer and patent agent, 7, Duke-street, Adelphi.

### Mining School, Glasgow—Teacher Wanted.

**THE COMMITTEE OF SUBSCRIBERS for the FORMATION of a MINING SCHOOL** are now PREPARED to RECEIVE APPLICATIONS for the SITUATION of TEACHER.

The person to be appointed will require to possess a practical knowledge of, and be capable of giving instructions in, the following branches, viz.:

- 1.—MECHANICAL DRAWING, as applicable to colliery operations, machinery, and apparatus.
- 2.—SURVEYING and LEVELLING, above and below ground, and the preparation of relative plans.
- 3.—The most approved methods of BORING and PIT SINKING.
- 4.—The various modes of COAL and IRONSTONE MINING.
- 5.—The laying out of UNDERGROUND WORKINGS.
- 6.—The most approved means of PIT VENTILATION.
- 7.—The best mode of CONVEYANCE, or TRANSIT UNDERGROUND, such as inclines, cross-cuttings, blind pits, &c., and—
- 8.—The best means of dealing with practical difficulties, such as DISLOCATIONS.

The principal locality of tuition will be in Glasgow, but the teacher will be required occasionally to visit other localities for temporary purposes. The arrangements contemplated, in the first instance, a period of three years, for which time an engagement may be made, and a salary will be given of not less than £250 per annum.

Applications, accompanied by testimonials as to qualifications and character, may be addressed to Messrs. HUGHES and MACLEOD, writers, 41, West George-street, Glasgow, not later than 1st July next.—May 25, 1859.

### Board of Admiralty, Somerset House.

**CONTRACT FOR RUM.—THE COMMISSIONERS FOR EXECUTING THE OFFICE OF LORD HIGH ADMIRAL OF THE UNITED KINGDOM OF GREAT BRITAIN AND IRELAND DO HEREBY GIVE NOTICE** that, on Thursday, the 3d of June next, at Half-past One o'clock, they will be READY TO TREAT with such persons as may be willing to CONTRACT for SUPPLYING and DELIVERING into Her Majesty's victualling stores at Deptford the undermentioned article, viz.:

ONE HUNDRED THOUSAND GALLONS of RUM.

When to be delivered:—Half in 14 days, and the remainder in 14 days afterwards, or earlier if preferred by the party tendering.

Tenders may be made for the whole or any portion of the rum.

Their lordships reserve to themselves the power, when the tenders are opened, of contracting either for the whole, or for such part thereof only as they may deem fit, or for a greater quantity, or of not contracting for any, and also an unlimited power of selection.

The rum to be exempted from the Customs duties, and parties tendering are to state where it is lying.

Samples of the rum to be sent in pints for each import mark, and the average strength of each mark as to be stated, and an average of different marks or strengths of several imports, and any parcel of rum that is found not to be of the same quality, mark, or average strength of the sample tendered and accepted, will be rejected by the officers.

The samples produced by persons whose tenders are not accepted, are requested to be taken away by them immediately after the contract has been decided.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application at the said office, or to the officer conducting the packet service at Liverpool, or to the collector of Customs at Bristol.

The conditions of the revised contract, to which particular attention is called, may be seen at the said office, and at Liverpool and Bristol.

No tender will be received after Half-past One o'clock on the day of treaty, and it will not be required that the party tendering, or an agent on his behalf, should attend at the office on the day of contract, as the result of the offer received from each person will be communicated to him and his proposed sureties in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left-hand corner the words "Tender for Rum," and must also be delivered at Somerset House, Department of the Comptroller for Victualling and Transport Services, Somerset House, May 25, 1859.

**LONDON AND NORTH WESTERN RAILWAY.—TO CONTRACTORS AND BUILDERS.—THE DIRECTORS are PREPARED TO RECEIVE TENDERS** for certain ALTERATIONS at the GOODS STATION at BIRMINGHAM. Parties desirous of tendering for these works may inspect the drawings and specification, and obtain a statement of the quantities, at the engineer's office, Euston Station, on Friday, June 3d, between the hours of Ten and Four o'clock.

Tenders addressed to the secretary, at this office, should be sent in on or before Wednesday, June 8th, at Four o'clock P.M.

The directors do not bind themselves to accept the lowest tender.

The necessary form to be filled up, signed, and sent in with the sealed certificates, may be had on application at the office of the company.

**JAMES WALKER, Managing Director.**

33, New Broad-street, London, E.C., May, 1859.

**LOANS ON NEW BRUNSWICK AND CANADA DEBENTURES, BEARING SIX PER CENT.—THE DIRECTORS of the NEW BRUNSWICK AND CANADA RAILWAY AND LAND COMPANY (LIMITED) are DESIROUS of BORROWING** upon debentures, in SUMS NOT LESS than ONE HUNDRED POUNDS, for which they will give debentures for three, five, or seven years, bearing 6 per cent. interest.

They have now a line open and at work of 65 miles in length, and are in possession of 70,000 acres of land immediately adjoining the railway, and have spent upwards of £300,000. No debentures have yet been issued. The company's capital is almost wholly held in this country.

Applications to be addressed to JOHN CHARLES HANDFIELD, Esq., secretary, at the company's offices, No. 5, Whitehall, London, S.W.—London, May 20, 1859.

**MINING MACHINERY.—THE STEAM ENGINES, BOILERS, PUMPS, PLUNGERS, STAMPS, RODS, &c., lately used to work the FORKELLIS UNITED MINES, are FOR SALE, at low prices. Particulars may be obtained of Mr. D. G. GOATLEY, 31, Threadneedle-street, E.C.**

**TO MINE OWNERS AND OTHERS.—A GENTLEMAN** having ERECTED STEAM ENGINES and BOILERS, with saw bench and belts, together with extensive BRICK and PIPE MACHINERY, is WILLING to DISPOSE of the WHOLE, or PART, at a great sacrifice, or would lay the same down upon reasonable conditions, in conjunction with parties requiring same.—Further particulars to be had of "A. B.," 47, Mortimer-street, Cavendish-square, W.

**TO CAPITALISTS.—A PERSON** having a LARGE INTEREST in TWO or THREE FIRST-CLASS PROGRESSIVE MINES, whose prospects will bear the strictest investigation, is DESIROUS either of DISPOSING of a PORTION, or of EXCHANGING for an INTEREST in OTHER PROGRESSIVE MINES of a bona fide character.—Full particulars may be obtained by applying to "E. B.," Mining Journal office, 26, Fleet-street, London, E.C.

**TO PROMOTERS.—A GENTLEMAN of influence is REQUIRED** to ASSIST in the FORMATION of a COMPANY, and in the DISPOSAL of SHARES to the extent of £3000 or £4000, in an undertaking capable of making large and immediate returns. Liberal terms will be entered into. The matter will bear the strictest investigation in every particular.—Address, "Alpha," Mining Journal office, 26, Fleet-street, London, E.C.

**TO ALKALI and SULPHURIC ACID MANUFACTURERS.**—THE ADVERTISER has had the sole management of a large manufactory for several years, and is competent to PLAN, ERECT, or MANAGE a similar concern of any magnitude, and in the most improved principles, is OPEN to TREAT with manufacturers having character, or present operation, or capitalists about to erect the same, in any part of England or abroad. Highly respectable references as to ability and character will be given.—Communications may be addressed to "X. Y.," care of Mr. Jas. Newton Warburton, 30, Cumberland-row, Newcastle-on-Tyne.

**TO IRONMASTERS.—WANTED, an AGENCY for the SALE** of MERCHANTS' and STEEL IRON, for Sheffield and its neighbourhood. The advertiser has for the last fifteen years been connected with ironworks, and accustomed to call upon all large consumers of both the above iron, consequently known to them, and, if well supported in quality and price, can command a fair amount of orders.—Address, "O. P. S.," Post-office, Sheffield.

**WANTED, OFFERS for a QUANTITY of OXIDE of IRON,** of a superior quality, suitable for manufacturing into colours for paints, &c.—Samples and particulars may be obtained by applying to "D. A.," Mining Journal office, 26, Fleet-street, London, E.C.

**WANTED.—A YOUNG MAN, who is a first-rate accountant, is** DESIROUS of MEETING with an ENGAGEMENT as CLERK or CASHIER, in a mine or merchant's office. Would not object to a foreign appointment. Testimonials and references unexceptionable.—Address, "M. N. X.," No. 112, Warwick-street, Philisico, S.W.

**FOREST OF DEAN, GLOUCESTERSHIRE.—TO BE SOLD,** OR LET ON ROYALTY, an EXTENSIVE COAL FIELD, UNOPENED, comprising the Yard Delf and Coleford High Delf Veins. Cost to open, about £2500. Price, £7000; or, royalty 6d. including 2d. royalty to the Crown.—For further particulars, and to see section and plans, apply to Mr. KING, solicitor, Monmouth.

**BIRMINGHAM.—TO BE LET ON LEASE, OR SOLD,** an IRON FOUNDRY, with VALUABLE MACHINERY and ENGINE complete, with spare land and several cottages attached.—Apply to JOHN LORD and Co., Friday Bridge, Birmingham.

**TO BE SOLD, BY PRIVATE TREATY, with immediate** possession, the FRANKWELLGATE MOOR and DIBBINS ORANGE COLLIERIES, in the county of Durham, together with all the COLLIERY PLANT, workmen's cottages, 140 coke ovens, and railways.—Reference to Mr. THOMAS POPE, Coal Exchange, London; or Mr. H. TENNANT, railway offices, Newcastle-upon-Tyne; Mr. McCULLOCH, York; or Mr. WILLIAM ARDRETHING, Wingate Grange, Ferry Hill.

**DEVON NEW COPPER MINING COMPANY (LIMITED).** NOTICE is HEREBY GIVEN, that a GENERAL MEETING of the shareholders (being the second ordinary general meeting) will be HELD at the registered office of the company, No. 16, Barge-yard Chambers, Bucklersbury, London, on WEDNESDAY, the 8th June, 1859. The chair to be taken at Three o'clock P.M. precisely.

By order, GEORGE PAGE, Assistant Sec.

### TO ENGINEERS, CONTRACTORS, EXPORTERS, AND OTHERS.

**MESSRS. PAGE AND CAMERON WILL SELL, BY AUCTION,** on the premises, No. 27, Wharf-road, City-road, London (immediately opposite the Gutta Percha Works), on Tuesday, June 7, 1859, at Twelve for One o'clock, SEVEN NEW HIGH PRESSURE HORIZONTAL STEAM ENGINES, comprising two of 10 horse power, three of 14 horse power, one of 24 horse power, and one of 30 horse power. Also, and screw cutting lathes, 7 inch centres, 7 feet and 10 feet beds; two very superior side and screw cutting machines, for ¾, ½, and ¼ inch plates; a hand or steam-power tacking machine, by Burton and Sons, London; 400 iron hurdles and fencing; patent cart arms, &c.

May be viewed two days prior to the sale, and catalogues had on the premises, and of Messrs. PAGE and CAMERON, Land Agents and Surveyors, 64, Old Broad-street, London, and St. Albans.

**VALUABLE FREEHOLD MILLS and MACHINERY, and FREEHOLD HOUSES** and LAND, midway between BRISTOL and BATH, situate at KEYNSHAM and SALTFORD, in the county of Somerset, known as HARFORD'S and KEYNSHAM, and BRISTOL BRASS BATTERY AND WIRE COMPANY'S WORKS, possessing unusual advantages of position and approach by excellent roads, by water on the Kennet and Avon Canal, and by the Great Western Railway; stations of the latter adjoin the principal mills.

**MR. EDWIN NAISH WILL SELL, BY AUCTION** (unless previously disposed of by private treaty, notice of which would be given), at the Commercial Rooms, in the city and county of Bristol, on Thursday, the 7th day of July, 1859, at One for Two o'clock P.M. precisely, ALL the above very IMPORTANT ESTATE, comprising the WORKS at KEYNSHAM, containing metal furnaces, annealing ovens, rolling, metal sheathing, metal tube, wire drawing, grinding and battery mills, machinery and tools, driven by fifteen water-wheels and one 10 horse power steam-engine, also, the manager's residence, gardens, cottages, and land.

The premises at Saltford include rolling and brass battery mills, machinery and tools, driven by four powerful water-wheels; also, the dwelling-house, cottages, gardens, and land, and the site of the old mills. There is an abundant and very extensive right of water on the Rivers Avon and Chew.

As manufacturing works the above may be justly ranked amongst the most eligible in the kingdom, to which are attached commercial connections of the very highest character, commanding an lucrative trade that has been carried on for upwards of a century by the present and late firms of Harford's and the Bristol Brass Battery and Wire Company.

The whole property is freehold, and including the site of the mills, houses, cottages, gardens, ponds, and land, contain about 18 acres. Schedules of the costly machinery and tools, comprehending everything necessary for conducting an extensive business, and which will be sold with the property in One Lot, are now prepared, and may be referred to. Plans of the estate now offered for sale, and all other particulars, with orders view, can be obtained of the auctioneer, Albion Chambers, Small-street, Bristol; or of Messrs. OSBORNE, WARD, and Co., No. 41, Broad-street, Bristol, solicitors for the vendors.

**THE SOUTH WALES COAL FIELD.—VALUABLE COLLIERY PROPERTY, PLANT, and MACHINERY, NEAR SWANSEA and LLANELLY.**

**MR. LEIFCHILD is instructed by the proprietor to SELL, BY AUCTION,** at Garraway's Coffee-house, Cornhill, London, on Tuesday, July 5, at Twelve for One, in One Lot (unless previously disposed of by private contract), ONE IMPORTANT MINERAL PROPERTY, known as the LOUGHOR COLLIERIES, favourably situated on the south crop of the South Wales Coal Basin, adjoining the South Wales Railway, and near the shipping ports of Swansea and Llanelly. They comprise the ALLTWEIN, TYGWIN, and WELU COLLIERIES, which are held under leases for 40 years, at moderate rents and royalties, and contain a surface area of 657 acres. They include four well-known veins of coal, viz. the 3 ft., the 6 ft., the 5 ft., and the 4 ft., and are estimated to produce 400,000 tons of coal per annum, or an average yield of 10,000 tons of excellent coal, which is highly bituminous, and nearly free from sulphur. The collieries are at present worked by slants and pits, and are effectually drained and ventilated.

The VALUABLE PLANT and MACHINERY, which is very complete, and in capital working order, will be included in the purchase, and consists of THREE POWERFUL STEAM-ENGINES and BOILERS for winding and pumping, the requisite pumps and rills, a branch railway into the South Wales line, near Gower, with a station, with 28 railway trucks; engineer's offices and workshops, engine-house, boiler, shafts, &c., as set forth in a schedule which may be seen at Mr. Leifchild's offices.

The proposed railway to connect the Llandilo and Llanvenderly line with Swansea New Docks will pass through this property close to the junction of the branch railway with the South Wales line, and will give these collieries direct communication with North Wales, Liverpool, Manchester, and the manufacturing districts.

Particulars of the sale, with plans of the property, will be issued 21 days previous to the sale, and may be had of D. RANDALL, Esq., solicitor, and of J. OSBORNE, Esq., C.E., Neath; and of Mr. LEIFCHILD, who is prepared to treat with any gentlemen for the sale of the collieries by private contract.

62, Moorgate-street, London, May 21, 1859.

**UPSET PRICE REDUCED.**

**EXTENSIVE IRONWORKS IN SCOTLAND FOR SALE, BY PUBLIC ROUP, OR PRIVATE BARGAIN.**—There will be exposed to PUBLIC SALE, within the Faculty Hall, St. George's-place, Glasgow, upon Wednesday, the 6th day of July next, 1859, at Two o'clock afternoon (if not previously sold by private bargain), the EXTENSIVE and VALUABLE IRONWORKS, known formerly as the THORNTON IRONWORKS, and now as the NEW CUMNOCK IRONWORKS, situated in Ayrshire, and within the two miles of the New Cumnock station of the Glasgow and South-Western Railway, with which they are connected by a branch line, and consisting of three blast furnaces, lately erected, on the most improved principle, two blowing engines, condensing and working expansively, with steam cylinders 42 inches diameter, and blowing cylinders 100 inches diameter, 9 feet stroke, capable of blowing seven furnaces; and the requisite other plant and machinery for carrying on the works on a large scale, and with workshops, a foundry, counting-house, dwelling-houses for manager and agents, workmen's houses, &c.

The furnaces and all the buildings are erected on fenced ground, of which there is about 30 acres. There is an abundant supply of ironstone, coal, and other minerals in the immediate neighbourhood of the works, and leases of these may be arranged with the proprietors on favourable terms for a purchaser. The Glasgow and South-Western Railway affords ready and cheap means of transit to the various shipping ports in the Firth of Clyde, as well as to Glasgow on the north, and England on the south. Immediate entry can be given, and the upset price has been reduced to £15,000.

For further particulars, apply to Messrs. BARNATTY and KIRKWOOD, writers, Glasgow; or HAMILTON ROSE, writer in Cumnock, Ayrshire, in whose hands are the title deeds and articles of roup.

WILLIAM McCRAE, residing at the Bank Cottages, near the works, will show the works. Cumnock, May 25, 1859.

**TO CAPITALISTS.—ONE of the MOST ELIGIBLE** INVESTMENTS WHICH CAN POSSIBLY BE OFFERED TO PUBLIC ATTENTION.—TO BE SOLD, BY PRIVATE CONTRACT, the SUMMERTON ESTATE, situate in the parish of Littlenewcastle, in the county of Pembrokeshire, together with upwards of 200 acres of the most perfect slate formation which can be met with in any part of the principality. This estate consists of 630 acres of land, 550 of which are meadow, pasture, and arable, containing a depth of soil lying upon a substratum of slate, which imparts a quiet and fertile appearance. The remaining portion is composed of a moory surface, also abounding with verdant vegetable matter. The mineral formation is a solid area, exceeding 200 acres of the most perfect slate which can possibly exist in any part of the principality. This great body has been surveyed by Messrs. Rigby, the eminent mineral surveyors, who have drawn up a lithographic report of the mine, together with a particular description of the appliances resorted to for the maintenance and dressing of slate, which lays at the office of the Mining Journal. From the extent of this area, any quantity of slate may be obtained in any part of the principality, and the extended line upon which any number of new mines may be most profitably employed, must offer the most incontestible guarantee that the mine in the principality which can offer greater advantages to the speculator than what is afforded in this great mineral formation. The specimens which are deposited at the office of the Mining Journal will prove the perfection of the dressing, and also the beauty of the material, and the proprietor will guarantee that the whole line of the 200 acres is composed of an equally perfect and similar description of slate. The mine is only distant seven miles from the South Wales Railway, upon the Clackston-road station. The transit of slate to that destination can be effected by carts, at the low price of 5s. per ton. A siding and depot may there be made, from whence slate can be conveyed by rail either via Paddington



**M**ESSRS. KNOWLES AND BUXTON, CHESTERFIELD  
MANUFACTURERS OF PATENT TUBULAR TUYERES

Ordinary size, 16 in. long, 30s. each; extra ditto, 20 in. long, 30s. each; large ditto, 22 in. long, 40s. each; extra large ditto, 24 in. long, 45s. each; 1s. each extra for sockets. Delivered at Chesterfield station. Terms, nett cash quarterly.


 

**A** LLOTT AND THELWALL, HULL FORGE, HULL, are prepared to supply RIVET, BAR, NUT, and ANGLE IRON, SHAFTINGS, FORGINGS, USES, &c., made entirely from scrap iron, on reasonable terms, and on the shortest notice. The superior quality of the Hull Forge iron is well known, and the brand extensively used where quality is of importance.—Hull Forge, Nov. 8, 1858.



**H** ALEY'S PATENT LIFTING JACK,

MANUFACTURED BY THE PROPRIETOR



MANUFACTURED BY THE INVENTOR,

**JOSEPH HALEY,**

ALBION STREET, GAYTHORN,  
MANCHESTER.

—

SCREW JACKS, SHIP JACKS.

—

SLIDE AND CENTRE LATHES,  
PLANTING, SHAPING, BORING, DRILLING  
SCREWING, WHEEL CUTTING,  
AND OTHER MACHINES.

—

RIVET MAKING MACHINES.

19

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STEAM TO AUSTRALIA UNDER SIXTY DAYS.  
PASSAGE MONEY £14 AND UPWARDS.  
To the consignment of Bright Brothers and Co. Melbourne

**BLACK BALL LINE OF BRITISH AND AUSTRALIAN**  
**EX-ROYAL MAIL PACKETS AND EAGLE LINE OF PACKETS.**  
 In conjunction with the celebrated auxiliary steam clippers  
**GREAT BRITAIN and ROYAL CHARTER.**  
 Appointed to Sail punctually from LIVERPOOL on the  
 6th and 15th of each Month.

The above, in addition to being the only line with steamers out of Liverpool, is com-  
 posed of the **LARGEST, FINEST, and FASTEST MERCHANT SHIPS in the WORLD.**

Ship.	Register.	Burthen.	Captain.	Date.
<b>MORNING LIGHT</b>	2377	5000	<b>GILLIES</b>	5th June.
<b>MORNING STAR</b>	1927	4000	<b>RANDLEL</b>	18th June.
<b>CHAMPION OF THE SEAS.</b>	1946	5000	<b>PERKINS</b>	To follow.
<b>GREAT BRITAIN</b>	1768	5000	<b>GRAY</b>	To follow.

To be succeeded by the following clippers and steamers:—

<b>GREAT BRITAIN.</b>	<b>OCEAN CHIEF.</b>
<b>ROYAL CHARTER</b>	<b>INDIAN QUEEN.</b>
<b>LIGHTNING</b>	<b>BRITISH TRIDENT.</b>
<b>CHAMPION OF THE SEAS.</b>	<b>GIPSEY BRIDE.</b>
<b>DONALD M'KAY.</b>	<b>GREAT TASMANIA.</b>
<b>MARCO POLO.</b>	<b>COMMODORE PERRY.</b>
<b>EAGLE.</b>	<b>METEOR.</b>
<b>SALDANIA.</b>	<b>MONTMORENCY.</b>

The above celebrated steam and sailing clippers, forming the only lines honoured  
 by a visit from Her Majesty the Queen, and so well known for their rapid passages, punctu-  
 ality in sailing, and splendid accommodation unsurpassed by any ships in the world  
 will continue to sail regularly between Liverpool and Melbourne, thus affording to pas-  
 sengers and shippers the most unrivalled advantages. The commanders are men of ex-  
 perience, and noted for their kindness and attention to passengers.

The cabin accommodation is very superior, the saloons being elegantly furnished with  
 every requisite to ensure comfort to passengers, and are supplied with beds, bedding, &c.  
 Parties wishing to bring their friends home, can obtain tickets for these ships leaving  
 Australia every month.

Apply to **GIBBS, BRIGHT, and Co., merchants, 1, North John-street, and JAMES BAIRD**  
**and Co., Tower-buildings, Liverpool;** or to **T. M. MACKEY and Co., 2, Moorgate-street**  
**London, E.C.**

**NOTICE.—The WHITE STAR clippers, comprising the LARGEST, FINEST, and**  
**FASTEST CLIPPERS in the WORLD, will be dispatched punctually at noon of the 15**  
**and 20th of every month.**

**WHITE STAR LINE OF BRITISH AND AUSTRALIAN**  
**EX-ROYAL MAIL PACKETS.**

**SAILING FROM**  
**LIVERPOOL TO MELBOURNE, on the 1st and 20th of every month, and**  
**from MELBOURNE TO LIVERPOOL on the 1st of every month.**  
 Passengers forwarded by steamers to **ALL PARTS OF AUSTRALIA,**  
**TASMANIA, &c., at through rates.**

RED JACKET .....	KIRBY.	WHITE STAR .....	T. C. KERR.
PRINCE OF THE SEAS .....	H. A. BROWN.	STAR OF THE EAST .....	GAGGS.
BLUE JACKET .....	CLARKE.	SHALIMAR .....	J. R. BROWN.
MERMAID .....	JAMES WHITE.	ARABIAN .....	M. GANDY.
BEECHBORTH .....	THOMAS FRAY.	SIRONCO .....	J. FLOOD.
CYCLONE .....	GEORGE KERR.	TORNADO .....	AIKIN.


And other celebrated clipper.

Ship.	Register.	Burthen.	Captain.	Date.
ZOBORAH .....	1309	4000	MORRISON .....	June 1.
ARGONAUT .....	1237	3700	FLENLEY .....	June 20.
HERALD OF THE MORNING .....	1459	4350	RUDOLPH .....	July 1.

Passengers embark on the 20th of June.

The above splendid and far-famed clipper will be dispatched punctually on the day advertised with mails and passengers. The clipper of this line have made some of the fastest passages on record; they were built especially for the Australian passenger trade, and are commanded by men of great experience and skill. The saloons are fitted with great splendour, and furnished with bedding, linen, and all necessaries. The accommodations for second cabin and other classes cannot be surpassed by those of any fleet in the kingdom.

For freight or passage apply to the OWNERS, H. T. WILSON and CHAMBERS, 21, Water street, Liverpool; or to GRINDLAY and CO., 63, Cornhill, London; or SETMOUR, PEACOCK and Co., 116, Fenchurch-street, London.


**THE SILVERTOWN INDIA-RUBBER WORKS**  
 (Opposite Her Majesty's Dockyard), Woolwich.  
**WAREHOUSES, 3 and 4, BISHOPSGATE-STREET WITHIN**  
 (Opposite the London Tavern).  
**MASUFACTURERS OF**  
**VULCANISED INDIA-RUBBER AND RAILWAY MACHINERY APPLIANCES**  
 Solid India-Rubber Head and Foot Valves. Ballast Bags. India-Rubber and Canvas Connection Hose.  
 Delivery Valves. Railway Buffers. India-Rubber and Canvas Conducting Hose.  
 Air Pump Valves. Wheel Tyres. India-Rubber and Canvas Suction Hose.  
 Flanges. Gas Bags. India-rubber Machine Rans and Buckets.  
 Pump Clacks. Hose. Suction Hose.  
 Socket Rings. Gas Tabling. India-rubber Machine Rans and Buckets.  
 Gauge Rings.

**THE CELEBRATED INDIA-RUBBER STEAM PACKING IN ROPE, SHEET, RINGS, &c., SUITABLE FOR STUFFING BOXES, FLANGE JOINTS, &c.**  
**PATENTERS OF THE IMPROVED WATERPROOF FABRICS AND GARMENTS.**  
 Perfectly free from odour, and not affected by heat.

Portable Baths. Water and Air Beds. Pillows and Cushions. Life Preservers. Fishing Boots and Stockings, Waterproof Coats, Capes, Caps, and Leggings.	Impermeable Sheeting for Hospitals. Camp and Ground Sheets. Cart Covers. Gigs and Omnibus Aprons. Canvas and Leather Aprons.
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**NEW PATENT ACT, 1852.**—Mr. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the *Mining Journal*, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.  
 The Circular of Information, gratis, on application to the Patent Office and Design Registry Office, Strand.

1. *Amphiprion* 2. *Amphiprion* 3. *Amphiprion* 4. *Amphiprion* 5. *Amphiprion* 6. *Amphiprion* 7. *Amphiprion* 8. *Amphiprion* 9. *Amphiprion* 10. *Amphiprion* 11. *Amphiprion* 12. *Amphiprion* 13. *Amphiprion* 14. *Amphiprion* 15. *Amphiprion* 16. *Amphiprion* 17. *Amphiprion* 18. *Amphiprion* 19. *Amphiprion* 20. *Amphiprion* 21. *Amphiprion* 22. *Amphiprion* 23. *Amphiprion* 24. *Amphiprion* 25. *Amphiprion* 26. *Amphiprion* 27. *Amphiprion* 28. *Amphiprion* 29. *Amphiprion* 30. *Amphiprion* 31. *Amphiprion* 32. *Amphiprion* 33. *Amphiprion* 34. *Amphiprion* 35. *Amphiprion* 36. *Amphiprion* 37. *Amphiprion* 38. *Amphiprion* 39. *Amphiprion* 40. *Amphiprion* 41. *Amphiprion* 42. *Amphiprion* 43. *Amphiprion* 44. *Amphiprion* 45. *Amphiprion* 46. *Amphiprion* 47. *Amphiprion* 48. *Amphiprion* 49. *Amphiprion* 50. *Amphiprion* 51. *Amphiprion* 52. *Amphiprion* 53. *Amphiprion* 54. *Amphiprion* 55. *Amphiprion* 56. *Amphiprion* 57. *Amphiprion* 58. *Amphiprion* 59. *Amphiprion* 60. *Amphiprion* 61. *Amphiprion* 62. *Amphiprion* 63. *Amphiprion* 64. *Amphiprion* 65. *Amphiprion* 66. *Amphiprion* 67. *Amphiprion* 68. *Amphiprion* 69. *Amphiprion* 70. *Amphiprion* 71. *Amphiprion* 72. *Amphiprion* 73. *Amphiprion* 74. *Amphiprion* 75. *Amphiprion* 76. *Amphiprion* 77. *Amphiprion* 78. *Amphiprion* 79. *Amphiprion* 80. *Amphiprion* 81. *Amphiprion* 82. *Amphiprion* 83. *Amphiprion* 84. *Amphiprion* 85. *Amphiprion* 86. *Amphiprion* 87. *Amphiprion* 88. *Amphiprion* 89. *Amphiprion* 90. *Amphiprion* 91. *Amphiprion* 92. *Amphiprion* 93. *Amphiprion* 94. *Amphiprion* 95. *Amphiprion* 96. *Amphiprion* 97. *Amphiprion* 98. *Amphiprion* 99. *Amphiprion* 100. *Amphiprion*



## THE MINING SHARE LIST.

## DIVIDEND MINES.

Shares.	Mines.	Paid.	Nom. Pr.	Bus. done.	Last Paid.
700	Aberdovey (silver-lead), Merioneth	11 10	7	6 1/2	7
5120	Alfred Consols (cop.), Philack [S.E.]	2 11 10	7	6 1/2	7
10000	Bampfylde (copper), Devon	0 12 10	8	7 1/2	7 1/2
4000	Bedford United (copper), Tavistock	0 12 10	8	7 1/2	7 1/2
240	Boscawen (tin), St. Just	0 12 10	8	7 1/2	7 1/2
200	Botalack (tin, copper), St. Just	0 12 10	8	7 1/2	7 1/2
1000	Carn Brea (copper, tin), Illogan	0 12 10	8	7 1/2	7 1/2
200	Carn Brwyo (lead), Cardigan	0 12 10	8	7 1/2	7 1/2
12000	Copper Mines of England	0 12 10	8	7 1/2	7 1/2
350000	Ditto (stock)	0 12 10	8	7 1/2	7 1/2
1055	Craddock Moor (copper), St. Cleer	0 12 10	8	7 1/2	7 1/2
847	Cwm Erth (lead), Cardigan	0 12 10	8	7 1/2	7 1/2
128	Cwm Erth (lead), Cardigan	0 12 10	8	7 1/2	7 1/2
4076	Devon and Cornwall (copper), St. Just	0 12 10	8	7 1/2	7 1/2
1024	Devon Gt. Cons. (cop.), Tavistock [S.E.]	0 12 10	8	7 1/2	7 1/2
512	Deoloth (copper, tin), Camborne	0 12 10	8	7 1/2	7 1/2
458	East Bassel (cop.), Redruth [S.E.]	0 12 10	8	7 1/2	7 1/2
300	East Darran (lead), Cardigan	0 12 10	8	7 1/2	7 1/2
128	East Pool (tin, copper), Pool, Illogan	0 12 10	8	7 1/2	7 1/2
5700	Exmouth (silver-lead), Christow	0 12 10	8	7 1/2	7 1/2
1400	Exmouth Mining Co. (lead), Derbyshire	0 12 10	8	7 1/2	7 1/2
2500	Foxdale, Isle of Man, Limited (lead)	0 12 10	8	7 1/2	7 1/2
486	Graham and Herland United (copper)	0 12 10	8	7 1/2	7 1/2
6000	Great South Tolgus [S.E.], Redruth	0 12 10	8	7 1/2	7 1/2
1024	Herbst (lead), near Liskeard	0 12 10	8	7 1/2	7 1/2
160	Levant (copper, tin), St. Just	0 12 10	8	7 1/2	7 1/2
400	Lisburne (lead), Cardigan	0 12 10	8	7 1/2	7 1/2
5000	Mendip Hills (lead), Somerset	0 12 10	8	7 1/2	7 1/2
1800	Minera Mining Co., Ltd. (id.), Wrexham	0 12 10	8	7 1/2	7 1/2
20000	Mining Co. of Ireland (cop., lead, coal)	0 12 10	8	7 1/2	7 1/2
470	Newtownards Mining Co., Co. Down	0 12 10	8	7 1/2	7 1/2
5000	North Doldale (copper), Camborne	0 12 10	8	7 1/2	7 1/2
6000	N. Wh. Bassel (cop., tin), Illogan [S.E.]	0 12 10	8	7 1/2	7 1/2
6400	Par Consols (cop.), St. Blazey [S.E.]	0 12 10	8	7 1/2	7 1/2
200	Phoenix (copper, tin), Liskeard	0 12 10	8	7 1/2	7 1/2
1772	Pobber (tin), St. Agnes	0 12 10	8	7 1/2	7 1/2
560	Providence (tin), Uny Lelant [S.E.]	0 12 10	8	7 1/2	7 1/2
2500	Rhoswyl and Racheddon (lead)	0 12 10	8	7 1/2	7 1/2
1024	Rusden Colliery Company, Limited	0 12 10	8	7 1/2	7 1/2
15000	South Doldale (copper), Camborne	0 12 10	8	7 1/2	7 1/2
256	South Garmas, Kenwyn	0 12 10	8	7 1/2	7 1/2
512	South Tolgus (cop.), Redruth, Cornwall	0 12 10	8	7 1/2	7 1/2
496	South Wheal Frances, Illogan [S.E.]	0 12 10	8	7 1/2	7 1/2
946	St. Ives Consols (tin), St. Ives	0 12 10	8	7 1/2	7 1/2
6000	Tincroft (cop., tin), Pool, Illogan [S.E.]	0 12 10	8	7 1/2	7 1/2
6000	United Mines (copper), Marazion	0 12 10	8	7 1/2	7 1/2
512	Wendron Consols (tin), Wendron	0 12 10	8	7 1/2	7 1/2
6000	West Bassel (copper), Illogan [S.E.]	0 12 10	8	7 1/2	7 1/2
512	West Caradon (cop.), Liskeard [S.E.]	0 12 10	8	7 1/2	7 1/2
6400	West Fowey Consols (tin and copper)	0 12 10	8	7 1/2	7 1/2
400	West Wheal Helen (cop.), Camborne	0 12 10	8	7 1/2	7 1/2
240	Wheal Bai (tin), St. Just	0 12 10	8	7 1/2	7 1/2
512	Wheal Bassel (copper), Illogan [S.E.]	0 12 10	8	7 1/2	7 1/2
256	Wheal Buller (cop.), Redruth [S.E.]	0 12 10	8	7 1/2	7 1/2
5120	Wheal Friendship (copper), Devon	0 12 10	8	7 1/2	7 1/2
128	Wheal Friendship (copper), Devon	0 12 10	8	7 1/2	7 1/2
1024	Wheal Grylls (tin), Perranaruthoe	0 12 10	8	7 1/2	7 1/2
6000	Wheal Kitty (tin), St. Agnes	0 12 10	8	7 1/2	7 1/2
1024	Wheal Kitty (tin), Uny Lelant [S.E.]	0 12 10	8	7 1/2	7 1/2
896	Wh. Margaret (tin), Uny Lelant [S.E.]	0 12 10	8	7 1/2	7 1/2
500	Wh. Mary Ann (tin), Liskeard [S.E.]	0 12 10	8	7 1/2	7 1/2
1024	Wh. Mary Ann (tin), Liskeard [S.E.]	0 12 10	8	7 1/2	7 1/2
80	Wh. Oriel, St. Just, Cornwall	0 12 10	8	7 1/2	7 1/2
198	Wh. Setaon (tin), Camborne	0 12 10	8	7 1/2	7 1/2
1040	Wh. Trevelyan (sil.-id.), Liskeard [S.E.]	0 12 10	8	7 1/2	7 1/2
2000	Wicklow (copper), Wicklow	0 12 10	8	7 1/2	7 1/2

## MINES WITH DIVIDENDS IN ABEYANCE.

1624	Baleswidan (tin), St. Just	11 5 0	5	12 5 0	5 0 0	Jan. 1854
1200	Brighthelm & Froggatt Grove, Derbyshire	3 0 0	3 1/2	3 0 0	3 0 0	July 1856
100	Bryndall Hall (lead), Flintshire	25 0 0	75	13 0 0	5 0 0	July 1856
2000	Bryndall, Llanddow, Montgomeryshire	4 2 6	5 1/2	2 0 0	2 0 0	July 1856
390	Bundick Consols (tin), Perran	2 6 15	15	0 10 0	0 10 0	May 1857
6000	Burgh (silver-lead), Cardigan	3 0 0	1 1/2	0 2 0	0 2 0	Aug. 1856
4096	Calstock Consols (copper)	15 0 0	5	0 2 0	0 2 0	Aug. 1856
2048	Carnvorth (tin), St. Just	15 0 0	5	0 15 0	0 15 0	June 1856
2000	Collicombe (copper), Lamerthorne	4 0 0	13	3 5 0	0 8 0	June 1856
256	Condarro (cop., tin), Camborne	20 0 0	80	85 0 0	2 0 0	June 1856
280	Dewent Mines (sil.-lead), Durham	300 0 0	150	122 0 0	0 10 0	June 1857
672	Ding Dong (tin), Gwul	36 5 0	13	16 7 6	1 10 0	June 1857
12800	Drake Walls (tin, copper), Calstock	2 1 0	1 1/2	0 13 0	0 2 0	Sept. 1856
2048	East Falmouth (copper), Gwennap	2 0 0	3 1/2	0 7 6	0 2 0	Jan. 1858
1024	East Wheal Margaret (tin, copper)	7 17 6	6	0 5 0	0 5 0	Jan. 1854
4940	Fowey Consols (copper), Twardreath	4 0 0	3 1/2	41 4 3	0 6 0	Feb. 1857
4448	General Mining Co. for Ireland (cop., id.)	12 13 0	1	22 0 0	0 3 0	June 1858
2000	Goggin (silver-lead), Cardigan	12 13 0	1	22 0 0	0 3 0	June 1858
1024	Gommar (copper), St. Cleer	14 5 0	7	0 7 6	0 7 6	Dec. 1852
26666	Gt. Wh. Vor (tin, cop.), Helston [S.E.]	9 2 6	9 1/2	0 5 0	0 5 0	Oct. 1858
119	Great Work (tin), Gernoe	100 0 0	110	221 10 0	7 10 0	June 1857
6000	Hingston Down Cons. (cop.), Calstock	3 18 0	4	2 16 0	0 2 0	Nov. 1856
2000	Holyford (copper), near Tipperary	11 0 0	8 1/2	4 2 6	0 5 0	Jan. 1858
20	Laxey Mining Company, Isle of Man	100 0 0	1000	1420 0 0	0 10 0	June 1858
6000	Lewis Mines (tin, copper), St. Erth	6 9 11	2 1/2	0 10 0	0 10 0	Dec. 1858
6000	Marley Valley (copper), Cardigan	0 10 0	2 1/2	0 10 0	0 10 0	Sept. 1856
5000	Marley Valley (copper), Cardigan	3 4 6	1 1/2	1 11 0	0 2 0	Sept. 1856
5000	Nantock & Penrhyn, Ltd. (2 1/2% sha.)	2 5 0	1 1/2	0 1 6	0 1 6	Apr. 1855
200	North Pool (copper, tin), Pool	40 18 0	5 1/2	324 0 0	2 0 0	Oct. 1854
700	North Roseker (copper), Camborne	14 0 0	22	750 0 0	4 0 0	Sept. 1858
512	Rosewarne United (cop., tin), Gwennap	15 0 0	5 1/2	32 10 0	1 10 0	June 1857
12000	Sidridge Cons. (cop.), Whitechurch [S.E.]	0 8 0	1	0 10 0	0 2 0	July 1857
128	South Crinnis (copper), St. Austell	19 0 0	285	60 0 0	0 30 0	June 1858
794	Spearne Cons. (tin), St. Just, Cornwall	3 18 0	2	8 8 6	0 2 0	Dec. 1858
240	Spearne Moor (copper), St. Just	6 4 1	2 1/2	4 5 0	0 10 0	June 1856
2000	St. Day United (tin and copper)	2 5 0	1 1/2	0 3 6	0 3 6	Feb. 1858
9900	Tanner Cons. (sil.-id.), Beeralston [S.E.]	4 10 0	2 1/2	4 13 6	0 2 0	Feb. 1856
872	Trellyn Consols (tin), St. Ives	11 0 0	25	1 15 0	1 0 0	Feb. 1854
120	Trevelyan (copper), Gwennap, Cornwall	15 10 0	15	403 13 6	2 10 0	Apr. 1851
4096	Trevelyan (sil.-id.), Merioneth, Cornwall	3 6 0	1	1 12 0	0 3 0	Apr. 1857
100	Trumpet Consols (tin), near Helston	95 0 0	11	85 0 0	0 5 0	Dec. 1854
20000	Valley of Towry (lead), Carnarvon [S.E.]	0 13 6	3 1/2	0 5 0	0 1 0	July 1858
512	West Doldale (copper), Gwennap	16 0 0	80	22 0 0	0 10 0	July 1857
1024	West Doldale (tin), St. Erth	2 15 0	3 1/2	1 6 0	0 10 0	Oct. 1855
250	Wheal Clifford (copper), Gwennap	400 0 0	400	42 0 0	0 3 0	Oct. 1857
4096	Wheal Edward (cop.), Calstock [S.E.]	6 0 0	2 1/2	0 5 0	0 5 0	Mar. 1858
512	Wheal Jane (silver-lead), Kea	3 10 0	20	8 10 0	1 10 0	Oct. 1857
240	Wheal Lavel (tin), Wendron	33 0 0	10	31 0 0	1 0 0	Sept. 1856
240	Wheal Reeth (tin), Uny Lelant	39 10 0	27 1/2	40 10 0	3 0 0	Aug. 1852
1024	Wheal Tremayne (tin, cop.), Gwennap	12 2 6	2 1/2	10 2 6	0 7 6	Jan. 1854
4096	Wheal Wrey (lead), St. Ives	1 16 6	2 1/2	2 12 6	0 2 6	Dec. 1857

(\* Dividends paid every two months. † Dividends paid every three months.)

## FOREIGN MINES.

2464	Barr Barr (cop.), South Australia	5 0 0	136	215 0 0	5 0 0	Feb. 1859
12000	Corra Barr (cop.), Cuba [S.E.]	40 0 0	39	88 12 0	1 0 0	Jan. 1859
10000	Copiapu Mining Company, Chile [S.E.]	16 0 0	11	5 18 0	0 10 0	Mar. 1858
15000	East Indian Coal, Calcutta [L.]	10 0 0	10	7 1/2 per cent.	—	Feb. 1859
70000	English and American (copper), Nevada	0 0 0	1 1/2	13 10 0	0 17 6	July 1858
25000	Gen. Mining and Smelting Co., Nevada	30 0 0	24	6 5 6	0 5 0	Mar. 1859
5000	Granada (id.), Pozo Ancho, Spain [S.E.]	13 0 0	9 1/2	0 8 0	0 1 3	Apr. 1859
10000	Lanastina (of Portugal) [S.E.]	1 15 0	1 1/2	0 8 0	0 1 3	Apr. 1859
103415	Marquiza and New Granada [S.E.]	1 0 0	1	0 8 0	0 1 3	Apr. 1859
100000	Port Phillip (gold), Clunes [S.E.]	1 0 0	1	0 1 0	0 1 0	Jan. 1859

## FOREIGN MINES WITH DIVIDENDS IN ABEYANCE.

10000	Altan & Quanganen (cop.), Norway	16 10 0	3	4 5 0	0 15 0	Nov. 1853
10000	Pontboud (sil.-lead), France [S.E.]	20 0 0	4	1 0 0	1 0 0	June 1856
7000	Royal Santiago (copper), Cuba [S.E.]	16 15 0	1 1/2	33 0 0	1 0 0	July 1858
11000	St. John del Rey [L.], Brazil [S.E.]	15 0 0	11	35 7 6	1 0 0	June 1857
43174	Unit. Mexican (sil.), Mexico [S.E.]	28 5 0	2	1 16 6	0 4 0	Feb. 1858

## NON-DIVIDEND FOREIGN MINES.

Shares.	Mines.	Paid.	Nom. Pr.	Bus. done.	Last Call.
20000	Acadian Charcoal Iron, Nova Scotia [L.]	8 10 0	6	—	Nov. 1858
20000	Australian (copper), South Australia [S.E.]	7 7 6	—	—	Sept. 1858
75000	Bon Accord, South Australia (copper) [L.] [S.E.]	0 15 0	—	—	April, 1859
10000	Brazilian Land and Mining [L.] [S.E.]	5 0 0	2 1/2	—	Fully paid.
6000	Central American (silver), [L.] (2000 £2 pd., 4000 £3)	3 0 0	6 1/2	—	Feb. 1859
17000	Central Italian (copper), [7000 £2 paid]	0 6 0	—	—	Jan. 1859
60000	Clauden Consols (copper), Jamaica [S.E.]	0 12 6	3 1/2	—	Oct. 1857
53040	Colome Mining Company (lead), Rhenish Prussia	1 4 0	—	—	June, 1856
10000	Copiapu Smelting [L.], Chile	10 0 0	13	—	—
75000	Dun Mountain (copper), New Zealand [L.] [S.E.]	1 0 0	—	—	Fully paid.
20000	Elmer and Barker (copper), Jamaica	0 17 0	1 1/2	—	Oct. 1858
25000	Elmer and Barker (copper), Jamaica	2 10 0	—	—	Oct. 1858
25000	Fortuna (lead), Spain [L.] [S.E.]	2 0 0	2	1 1/2 2	Fully paid.
10000	Great Barrier Lead, Mining, &c., New Zealand [L.]	2 0 0	2 1/2	—	April, 1859
4000	Hope Silver-Lead and Copper Mining Comp. [L.], Jamaica.	25 0 0	—	—	Fully paid.
15000	Huelva Copper Mining Company, Spain [L.]	0 10 0	—	—	No call.
78000	Kapunda Mining Company, Australia	1 0 0	1	—	—
60000	New Granada (gold), South America [S.E.]	1 0 0	—	—	Fully paid.
10000	New Grand Duchy of Baden (silver-lead), near Freiburg	0 15 0	3 1/2	—	Nov. 1858
60000	North British Copper of South Australia [L.] [S.E.]	0 10 0	—	—	Nov. 1858
50000	Scottish Australian Mining Company [L.] [S.E.]	0 10 0	—	—	Nov. 1858
15000	South Europe Mining Company, Spain [L.]	2 0 0	2 1/2	—	No call.
45015	Strathgairn (copper), [L.]	1 0 0	—	—	Fully paid.
25000	Victor Emanuel, Val d'Ossola, Piedmont [L.]	1 0 0	1 1/2	—	Fully paid.
20000	Wellington Copper Mine Company, West Canada, Limited.	1 0 0	2 1/2	—	—
1000	Western Africa Malachite (copper) [L.]	105 0 0	—	—	Aug. 1858
25000	Wheal Jamaica (copper)	1 0 0	18 1/2	—	—
78000	Wildberg (silver-lead, copper), Prussia	2 0 0	—	—	Fully paid.
20000	Worthing (copper), South Australia [L.] [S.E.]	0 17 0	3 1/2	3 1/2	May, 1859